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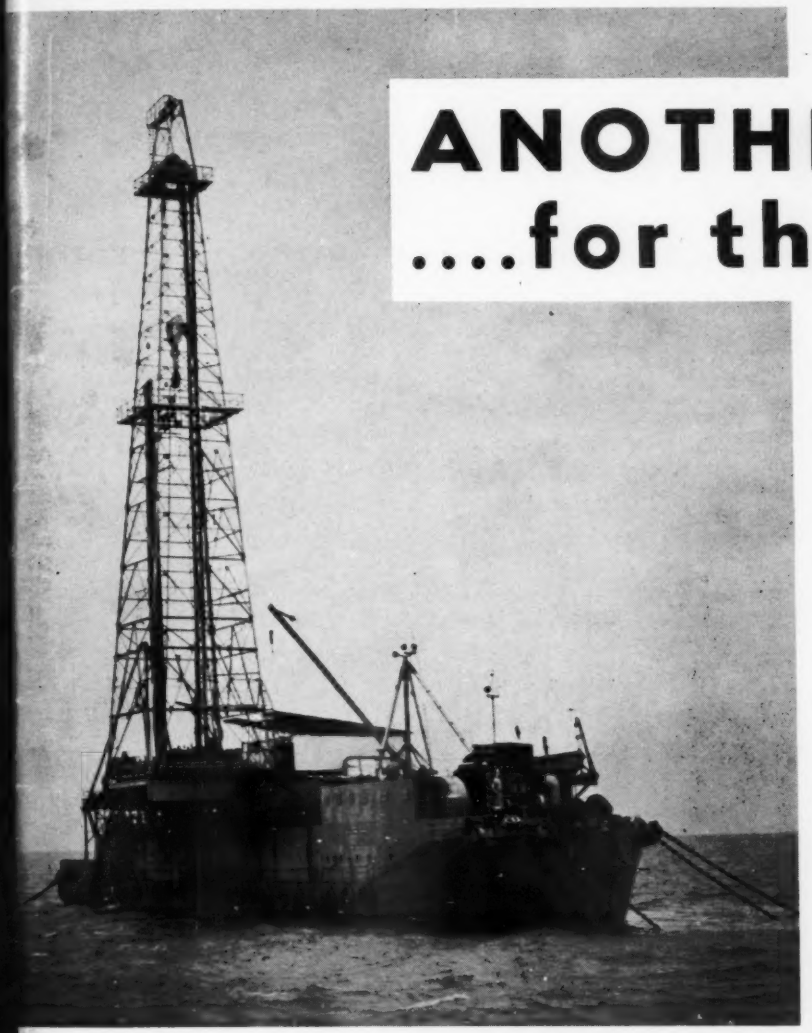

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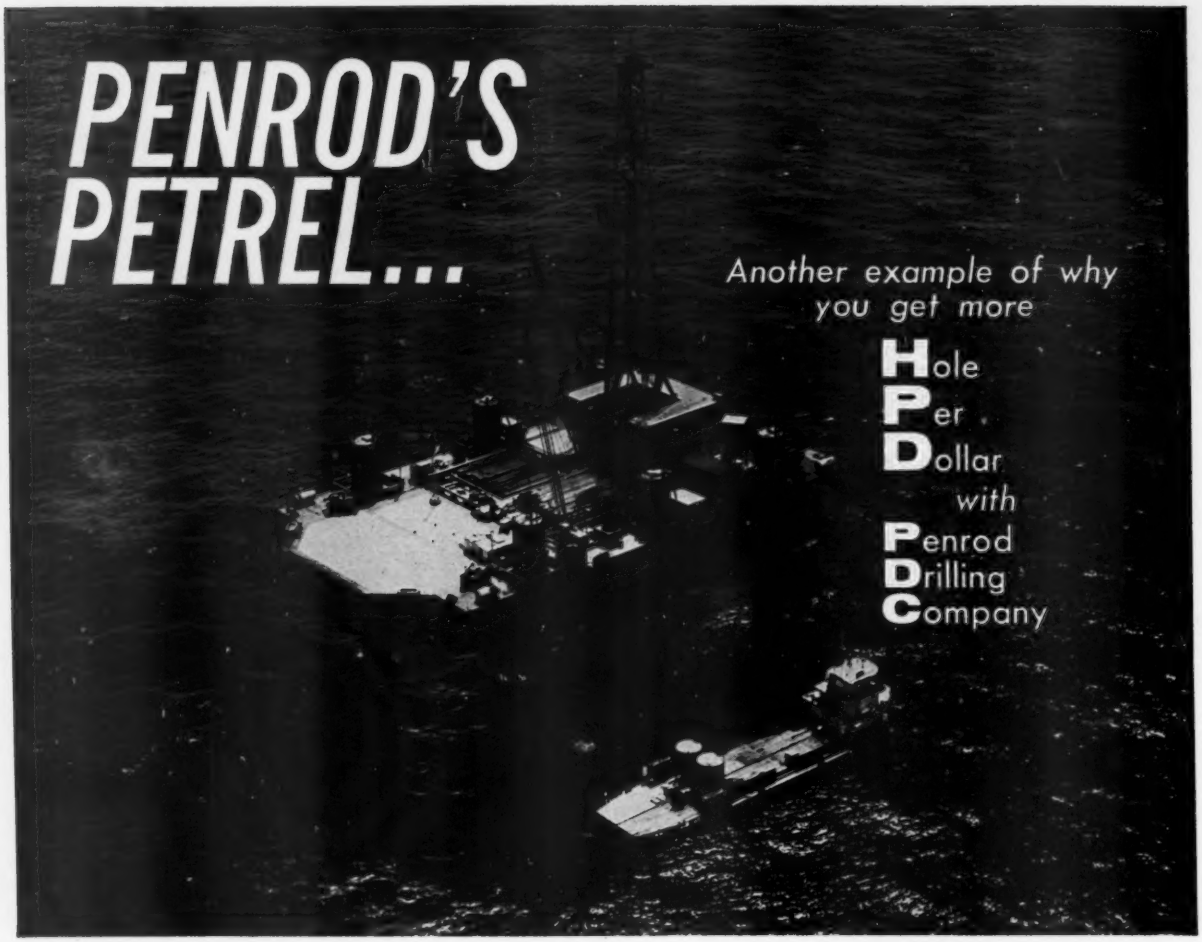

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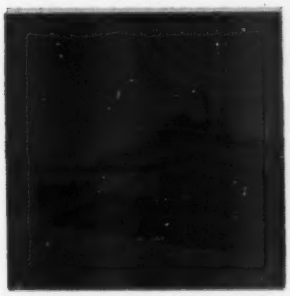

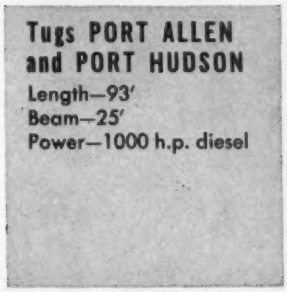

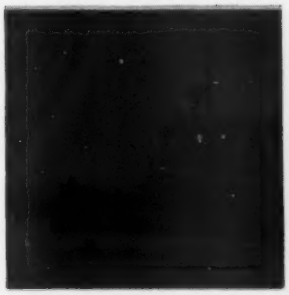

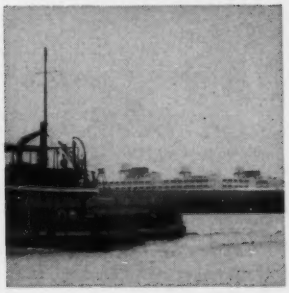

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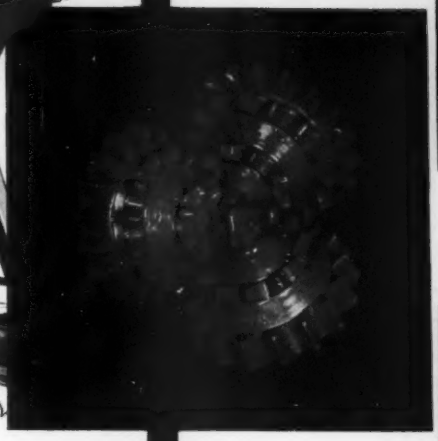

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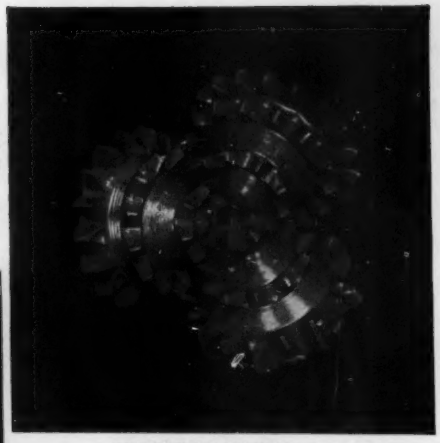

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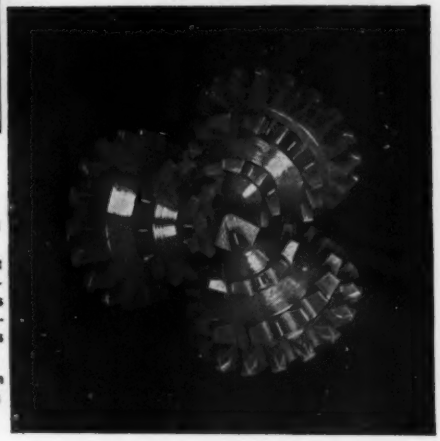

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Way offshore . . .

With the Publisher

August 24, we're coming out with the dog-gonedest whinging dilly of an issue on offshore oil that we've ever published in our whole has-been.

It's our "Annual Marine Drilling and Producing Edition," and it gives us a chance to unlimber our typewriters and travel in an armchair to places like the Red Sea, Caspian Sea, Nigerian delta region, Borneo —and a lot of other far-off spots we've never been to but would like to go to some day.

Watch for it. We think you'll want to keep it around as a reference on just how fabulous and far-spread the offshore industry is getting to be!

And—by golly—we've got an answer now for those folks who ask what the long-limbered heck we're doing publishing an offshore magazine up here in the piney-woods of East Texas.

We're not the only offshore outfit in Conroe. Not by a long shot. For Blackie Lindsey called from Grand Isle the other day, to say Gulf Welding & Machine Works had taken over the lay barge **Magic,** and was pipelining with it out in the Gulf of Mexico.

Now, Gulf Welding & Machine Works has its headquarters just a whoop and a holler out the Cut 'n' Shoot road from Conroe. Buddy Sherrod ramrods the outfit.

And while we're on the subject—we received a wonderful book from the British Petroleum Company the other day. It's entitled, "Adventure In Oil," by Henry Longhurst with a foreword by the Rt. Hon. Sir Winston Churchill. On page 67 is a picture of the wellhead of F7, Masjid-i-Sulaiman, Persia. Between November of 1911 and April of 1926, when it was sealed-off, this well produced nearly 7 million tons (not barrels!) of oil.

So—pardon our absence while we set out with our trusty little 2,000-ft. rig to find another well like that. But don't worry. We won't find it, and we will be around to . . .

See you next month!

Long John Latham

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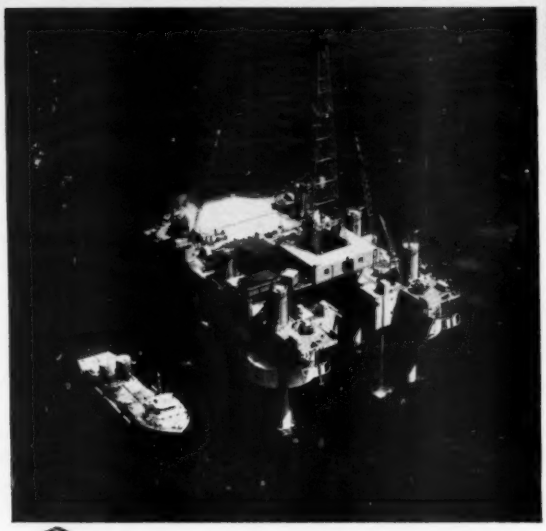

Continental-Emsco is proud of its part in equipping Placid's multi-million dollar "Petrel". C-E furnished and is servicing from Morgan City the following dependable equipment for this outstanding offshore unit: diesel electric EDES drawworks, C-E traveling block, swivel, rotary and Green Triangle Rotary Hose.

To meet the upswing of offshore drilling and producing demands, C-E's exclusive parts depot at Morgan City, Louisiana has been expanded to 8,400 square feet of warehousing space under roof. Here, located in the heart of the Gulf Coast drilling area, inventory is tailored to the specialized demands of the land and offshore drilling industry. In Southern Louisiana, as around the world, you'll find you make more hole profitably with C-E equipment and services.

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PETREL ON LOCATION in block 199 of the Eugene Island area, off the Louisiana coast. Vessel at left is the Caspary-Wendell rig tender BELMONT, with bulk mud hoppers mounted on the stern.

Penrod operates "Petrel" as . . .

Placid's Mobile Platform Sets Enviable Record In Gulf

Unit has drilled in water depths greater than 100 feet, has punched a steady succession of deep holes in the floor of the Gulf without down-time

Nineteen and fifty-nine may well go down in the annals of the marine oil industry as the year of the mobile unit.

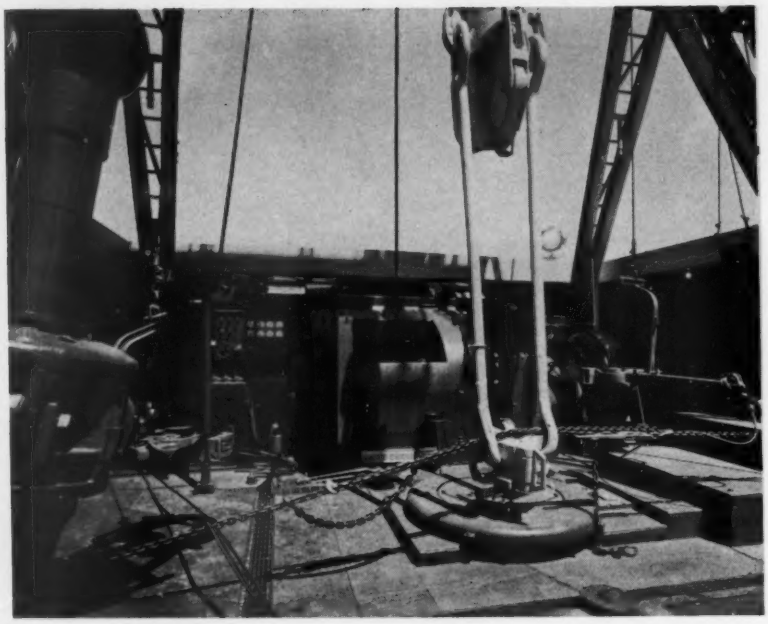
The past twelve months have seen a dramatic swing away from tender-platform operations, with mobile units doing the bulk of drilling in the Gulf. Of these, a rig that is setting an outstanding record is Placid Oil Company's new mobile drilling giant **Petrel**, which is operated by Penrod Drilling Company. **Petrel** is designated Penrod Drilling Company **Rig No. 52.**

In the year since Placid's ultra-modern platform went on its first location, many a marine drilling rig has spent more time in drydock than working. **Petrel,** however, has had no rest. The mammoth rig has moved from drillsite to drillsite, punching a steady succession of deep holes in the floor of the Gulf without down-time. Its most important effort to date is a gas discovery made in 106 feet of water in Block 199 of the Eugene Island area.

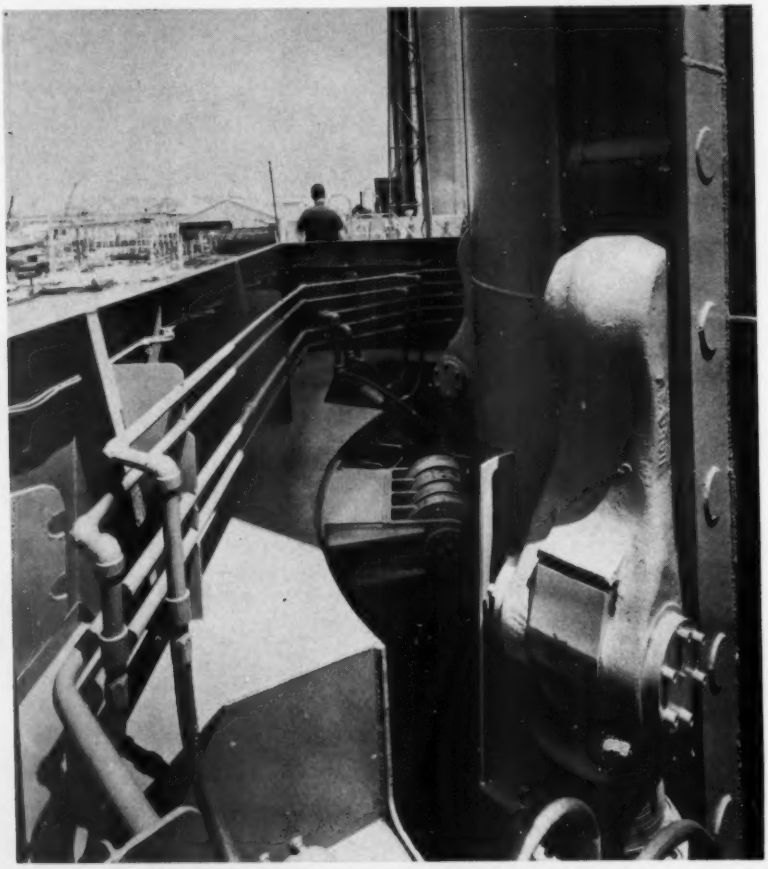
Special RIG Report

The rig is currently on location in

(*Continued on next page*)



COMBINING THE FLEXIBILITY of diesel-electric power with the versatility of the most modern drilling equipment, PETREL is equipped with a Continental-Emsco 1500 hp EDES drawworks and Continental-Emsco 27½-in. rotary powered by GE variable voltage electric motors. Traveling equipment includes Continental-Emsco crown and traveling blocks, 500-ton hook supplied by Byron Jackson Tool Company.



SPECIAL LINEAR JACKING SYSTEM is controlled by a single switch in the control room. For greater efficiency, jacks alternate—with one set in operation while a second set restores itself.

Petrel . . .

(*Continued from preceding page*)

the Eugene Island area, drilling a deepwater test for Placid.

Although **Petrel** is one of the largest mobile units afloat, with a gross weight of 7,900 tons and weighing 10,000 tons fully outfitted and loaded with tubular goods and supplies for drilling, the giant moves and operates with a speed that is amazing. Hydraulic jacks and a high-pressure pumping system quickly raise the submerged lower hull from the ocean floor when the unit is ready to move. Once on a new location, the special hydraulic jacking system —one set of jacks is jacking while a second set restores themselves— raises the platform above the water at the rate of 70 feet every two hours and 29 minutes.

Total elapsed time for a recent move from one location to another was 12 hours.

Design and construction . . . Basic patent rights involved in the construction of **Petrel** were purchased by Placid Oil Company, and preliminary design was done by Placid engineers. Final design was done by Delta Engineering Corporation of Houston, with some modification worked out in conjunction with the builder, Levingston Shipbuilding Company of Orange.

Petrel has twin submersible hulls, with 6-ft. caissons or columns rising through wells in the platform superstructure, which is self-elevating. Raising its tremendous bulk high above the water on the six 180-ft. long columns, the unit can drill in water depths greater than 100 feet. A 1500 hp Continental-Emsco EDES drawworks gives the rig the extra punch needed to drill to 25,000-ft. depths, and a highly-developed blowout preventer system will handle any high pressure formations that may be encountered at these greater depths.

A blowout anywhere at sea can instantly become a catastrophe, and **Petrel** has been on location 80 miles from land. Under these circumstances, superior blowout protection was a must, the owners felt.

Dimensions . . . From bow to stern, **Petrel** measures 198-ft. It is 174-ft. wide. But adding on the heliport—which is one of the largest on any mobile unit—the unit has a length overall of 250-ft. Power, machinery, mud and cement storage and living quarters are located in the upper hull 'tweendecks. The lower hulls are compartmented, and house the powerful pumps that can

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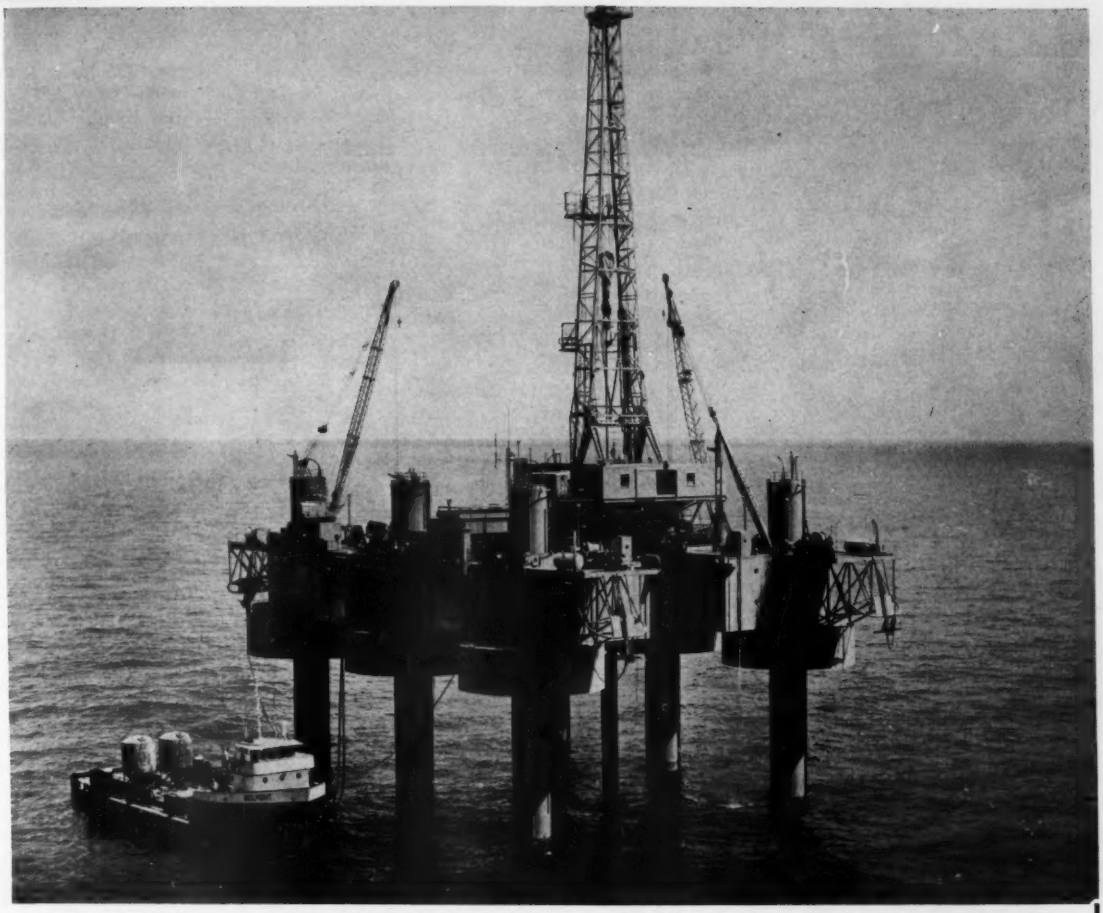

CASPARY-WENDELL'S 136-FT. SUPPLY VESSEL "BELMONT" 'is shown servicing Placid Oil Company's drill barge PETREL (Penrod Drilling Company's Rig No. 52) at a deep-water location, and below in a representative group of the Caspary-Wendell fleet which includes GALLANT MAN and SWAPS.

BELMONT - - - - 136' Supply Vessel, 1200 Horsepower, 100' Open Deck Space
GALLANT MAN - 95' Crew Boat, Air Conditioned Comfort at Cruising Speed of 18 MPH
SWAPS - - - - 83' Crew-Cargo Boat, Air Conditioned Comfort Plus Versatility

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Petrel . . .

(*Continued from page* 12)

Elevators . . . Two of the 6-ft. diameter columns are equipped with elevators which give access to the give the unit instant stability as it is raised or lowered.

submerged hulls. Workmen use the elevators to make periodic checks on pumps and compartments to make certain all equipment is functioning properly. The push-button elevators move up and down inside the towering columns the equivalent in height of an 18-story building.

Design features . . . When Delta Engineering Corporation was awarded the contract for formulating the design of **Petrel,** it was found that no devices existed to satisfy many of the requirements Placid wanted in—corporated in the ultra-modern unit.

For instance, to lift the platform with the speed and safety that Placid desired, Delta had to design a special linear jacking system which is controlled by a single switch in the control room. To give it the greatest degree of efficiency possible, a system was specified with one set of jacks jacking while a second set restored themselves.

To maintain itself against lateral forces of wave and current, the big submersible does not utilize piles. Instead, the twin hulls have a grid system that literally grips the ocean floor, pressed down by the platform's tremendous weight and bulk.

There is no fired equipment of any type on the rig, other than diesel prime movers. All drivers are electrical, and the galley is all-electric. Engine jacket water is used for heating in the quarters area.

Other unusual features include sea droming, which gives the barge stability on moves, and a jacket water cooling system. There is also an electro-pneumatic ballasting system.

Drilling equipment . . . Combining the flexibility of diesel-electric power with the versatility of the most modern drilling equipment afloat, **Petrel** is capable of the deepest drilling now envisioned offshore. With a Continental-Emsco EDES 1500 hp drawworks and 27½-in. rotary powered by GE variable voltage electric motors, and a Lee C. Moore mast with 1,025,000-lbs. capacity, the rig could conceivably drill below 25,000-ft.

The rig has these unusual features:

- The BOP system is one of the most versatile and efficient ever installed on a rig, on land or sea.
- The mud system aboard **Petrel** is designed for the ultimate in ease of handling and time-saving.
- **Petrel** is so seaworthy that it is the first mobile unit in the Gulf to receive an "A" rating from the

(*Continued on page* 16)

ANOTHER VIEW OF RIG FLOOR, showing Continental-Emsco drawworks, rotary, BJ 500-ton hook. Behind supporting brace is corner caisson, with markings indicating depth of submersion.

Jacks or better!

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Petrel . . .

(*Continued from page* 14)

American Bureau of Shipping, according to the designers.

String-up . . . Traveling equipment includes Continental-Emsco crown and traveling blocks, and a 500-ton hook supplied by Byron Jackson Tool Company. All wire line is CF&I.

The blowout preventer system aboard **Petrel** is a Hydril-Cameron hookup, with closing unit supplied by Payne Manufacturing Company and equipped with 100-gal. accumulator.

BOP equipment . . . The blowout preventer stack consists of a Hydril annular-type preventer with a Cameron QRC preventer with blind rams, a Cameron drilling spool with two outlets, and a Cameron QRC preventer with pipe rams.

The preventer stack can be operated from the derrick floor, although there are manual controls should the operating system fail. A Penrod toolpusher can operate the BOP controls while overlooking operations on the derrick floor from his office. There is also a remote control station near the heliport. Hooked to the accumulator, it can be used to shut-in the well in an emergency.

An unusual feature of the **Petrel** BOP hookup is location of the accumulator on the rig floor. Whereas older models have 15 valves for choke-flow operations, **Petrel** has only three.

The annular-type preventer, choke line valve, flow line, pipe ram preventer and blind rams are all operated by controls on the accumulator. It is possible for the operator to exert up to 15,000 psi on the preventer stack by connection of the accumulator to the union on the kill line and closing pipe rams and annular preventer around a joint of pipe.

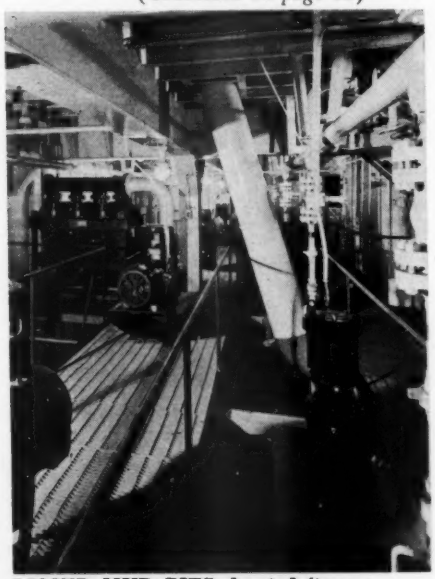
Derrick and substructure . . . The longest strings of pipe offshore can be handled by the 142-ft. Lee C. Moore jacknife derrick with 1,025,000 lbs. capacity. The derrick substructure is equipped with hydraulic cylinders by Joe Stine, Inc. for traversing the derrick off the slot. Stine also supplied a caisson driver for driving 60-in. caisson.

Petrel is equipped with dual Rhumba shale shakers, Swaco degasser and desander, T-10 Halliburton cementing unit, and OCS logging unit.

Wet mud system . . . Heart of the liquid mud system are two powerful mud pumps that can be hooked directly to the kill line, in an emergency, to pump mud in the hole under pressure. There is no reciprocating mud mixing pump aboard **Petrel**, but the system has a low pressure and mixing pump.

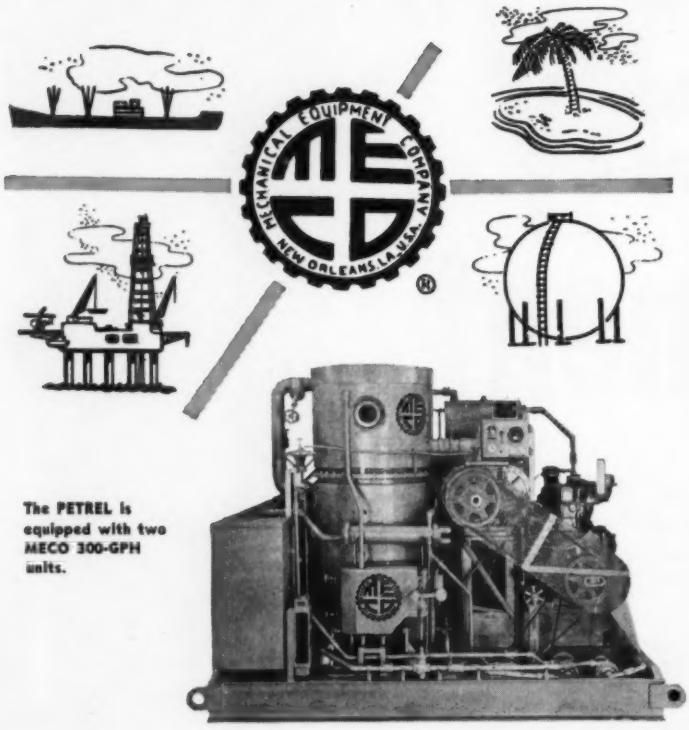
Prior to use, liquid mud is stored

(*Continued on page* 18)



LIQUID MUD PITS, located 'tween-decks, are equipped with electric mixers in addition to conventional jet nozzles.

need fresh water?



The PETREL is equipped with two MECO 300-GPH units.

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THE PETREL

Placid Oil Company's unique 10,455 ton "PETREL," which operates as Penrod Drilling Company's Rig No. 52, is the first mobile unit to receive the American Bureau of Shipping Class A-1 Rating for service in Gulf of Mexico waters. The "PETREL" has worked continuously in waters up to 106 feet deep since its launching in May, 1958. During its first year of operation it drilled in excess of 100,000 feet of hole and was inoperative only 8 days, the time required for 4 movements to new well locations.

Some of the unit's notable features are: A linear jacking system controlled by a single switch • 100% electric powered with diesel engine driven generators • a closed fresh water engine jacket cooling system • an electro-pneumatic ballasting system • pleasant, modern air conditioned crew quarters including an all-electric galley.

Placid selected Delta to develop the basic design which would best fulfill the "PETREL'S" performance requirements and to coordinate and supervise the construction and initial operations of the unit.

We're proud to have been aboard.

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Engineering Contractors

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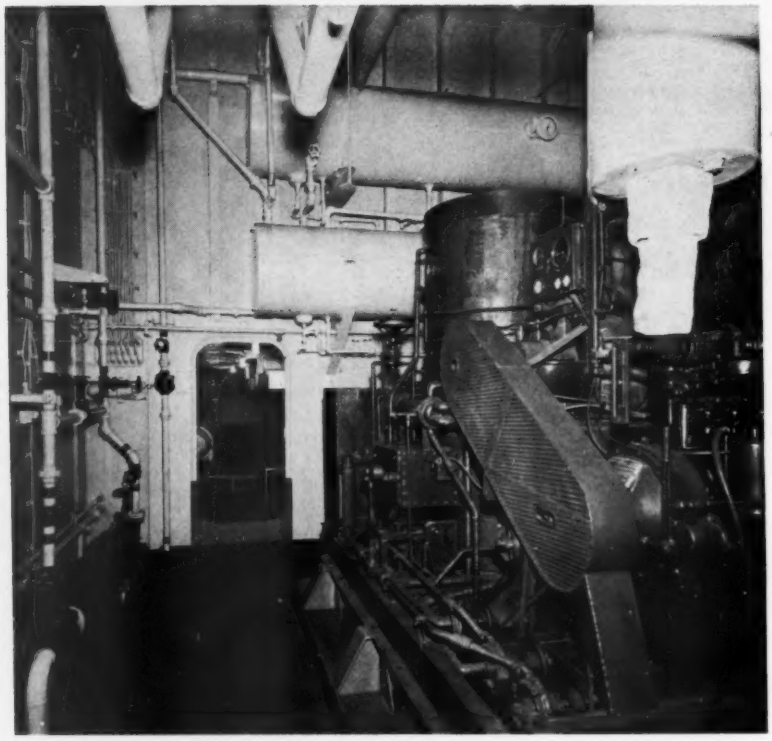


PETREL CAN MAKE fresh water from sea water at the rate of 600 gph. At right is one of the two MECO Model PD300K water distillation units aboard the rig, each rated at 300 gph.

Petrel . . .

(*Continued from page* 16)

in four liquid mud pits equipped with electric mixers in addition to conventional jet nozzles.

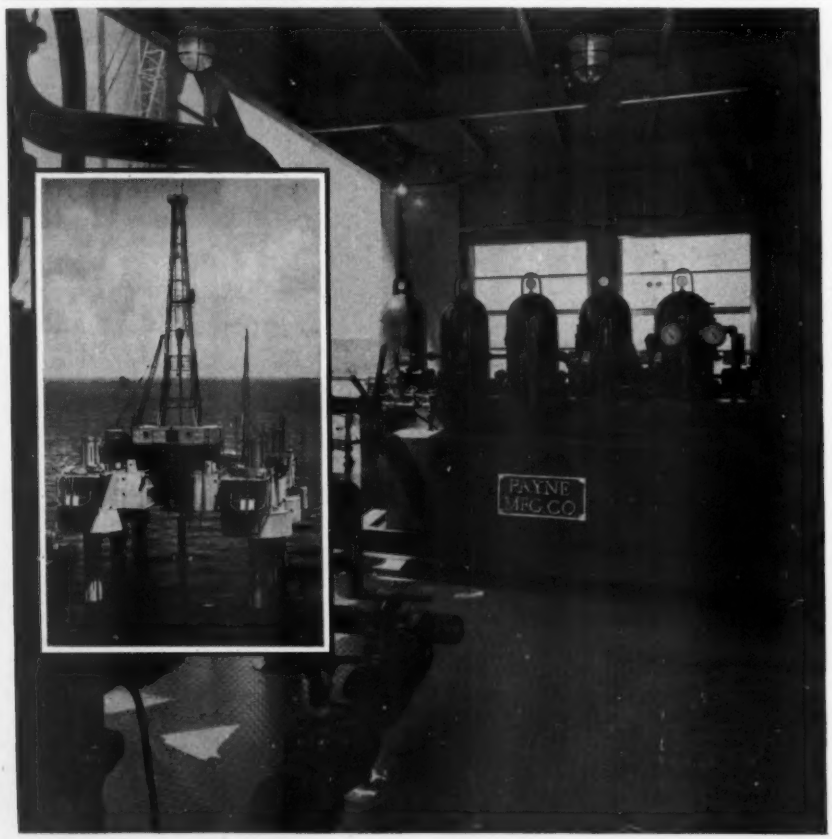
Dry mud system . . . Designed for the ultimate in ease of handling and time-saving, the dry mud system utilizes a transfer pump for selecting and loading any of the four bulk mud hoppers, all of which are equipped with Fuller air slides.

The system is equipped with a selective mud bin weighing system which can selectively read any amount of mud in the bins. Also used for the first time on **Petrel** is an electronic weighing device which permits reading of net mud weight.

Chemicals and additives in sacks are handled 'tweendecks by an electric fork lift truck equipped to handle palletized material.

Auxiliary equipment . . . for augmenting the drilling water and potable water supply, **Petrel** is equipped with two Meco 300 gpm thermocompression salt water evaporation units.

For ease of mooring, four Markey mooring winches handle the four 10,000-lb. Danforth anchors—one at each corner of the platform—and can quickly spot the **Petrel** on a



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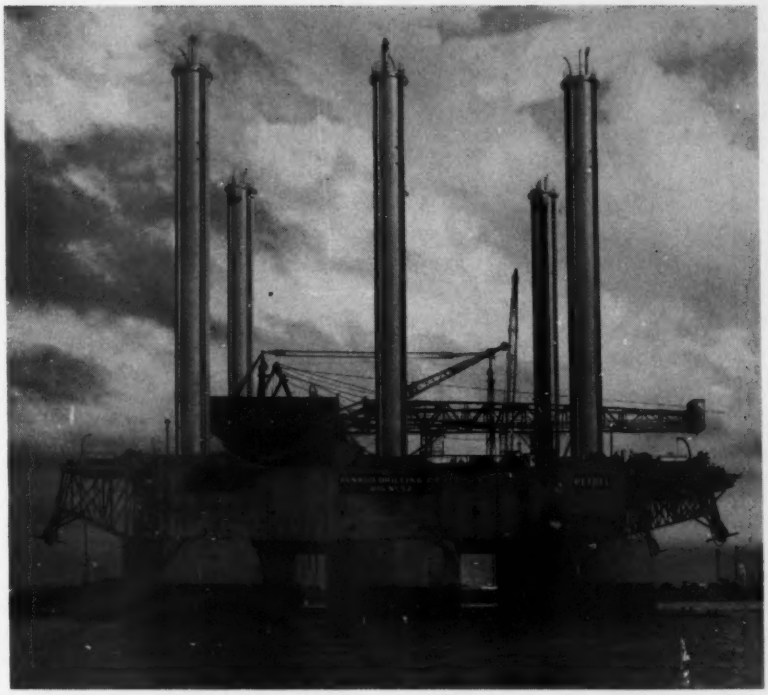
drillsite. The mooring system is wire —type, utilizing 1¾-in. marine hawser.

For handling tubular goods and bulk supplies aboard, **Petrel** is equipped with a Clyde stiffleg derrick from Clyde Iron Works of Duluth, Minnesota, and a Unit Mariner 30-ton crane from Unit Crane & Shovel Corporation of Milwaukee.

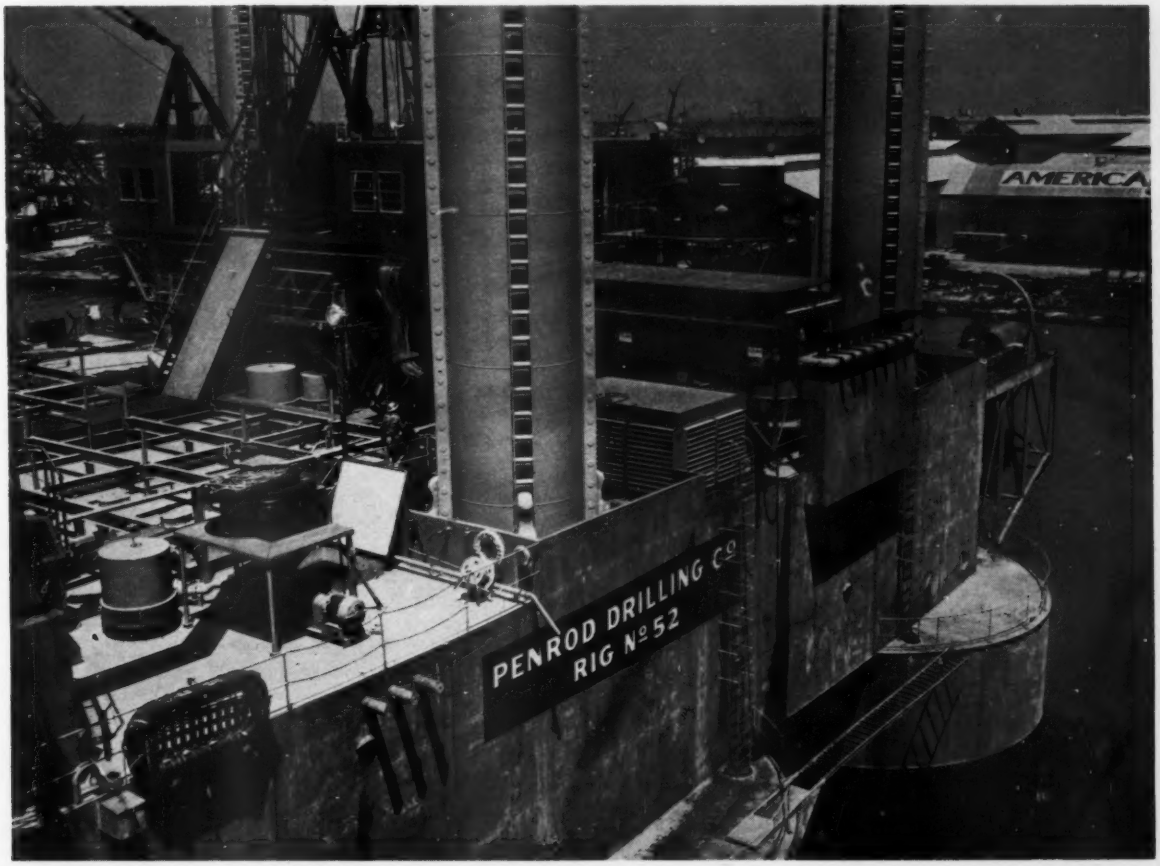
Accommodations . . . Living quarters aboard the **Petrel** are completely air-conditioned, and soundproofed from the rest of the rig for the added comfort of drilling crews during off hours. Rooms aboard the **Petrel** compare with the finest hotel or moted accommodations, with each room equipped with two desks, two bunks and a lavatory. Workmen have the use of a spacious lounge furnished with television, card tables, newspapers and magazines for their off-duty entertainment.

Stewards provide clean sheets and towels daily. Two cooks are on duty all of the time, to provide a snack or a full-course meal with a choice of four meats, a dozen vegetables and four desserts whenever a hungry crewman may request it.

All in all, **Petrel** is one of the finest and most efficient marine drilling rigs afloat.

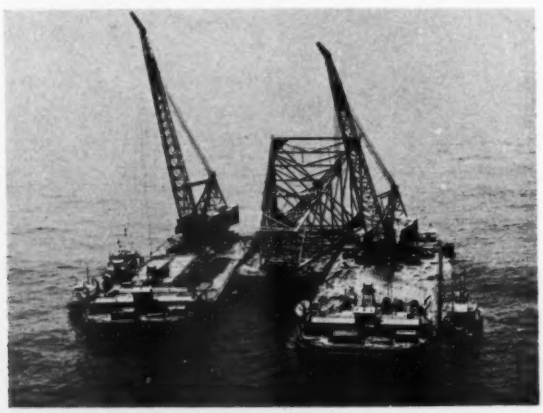


WITH RIG UNDER TOW, above, twin hulls are barely visible above the water. Two of the 6-ft. diameter columns are equipped with elevators which give access to the lower hulls. Rig is equipped with a 142-ft. Lee C. Moore jackknife derrick, stiffleg crane from Clyde Iron Works (left), and Unit Mariner 30-ton revolving crane (right) from Unit Crane and Shovel Corporation. View in shipyard, below, shows detail of upper deck, lower hull.



DRILLING AHEAD IN WATER 200 FEET DEEP

DRILL TENDER SERVICES PLATFORM SET IN DEEPEST WATER YET

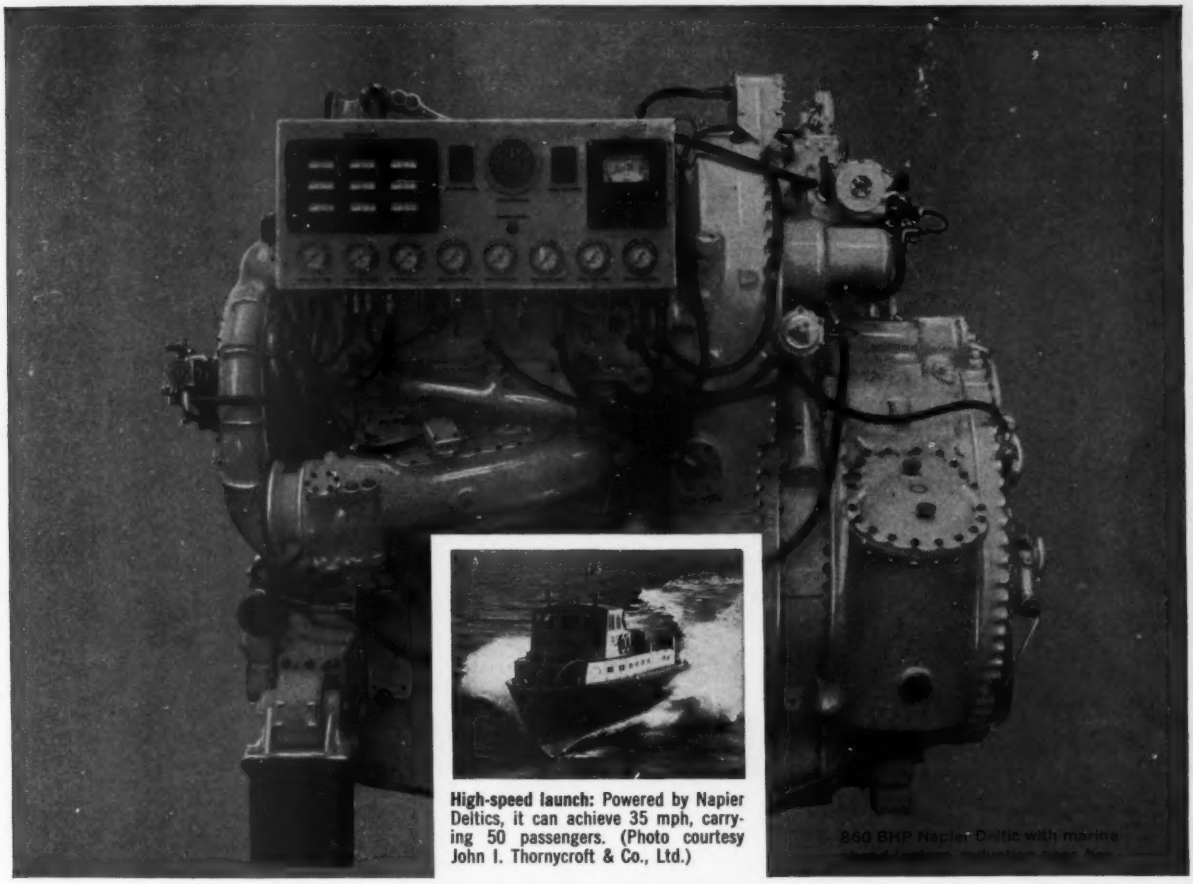


PYRAMID-SHAPE OF PLATFORM can be seen in this picture as massive template is towed to offshore location between derrick barges used to set it.

The picture above might be a typical tender-platform drilling operation, of the kind found nearly anywhere up and down the Louisiana coast.

Actually, it is a history-making venture, for the unusual "pyramid-type" platform is set in water 200 feet deep—the deepest water in which drilling operations have been undertaken anywhere in the world from a fixed platform. Salt Dome Production Company is drilling the well for Gulf Oil Corporation in Block 131 of the South Timbalier area, using Gulf's drill tender **Pelican.** At the time this picture was taken by **Offshore** photographer Jessie Grice, the well was drilling ahead below 3900-ft.

For stability, Gulf erected a template-type platform 90-ft. square at the mud line, and tapering to a 30-ft. by 30-ft. substructure 40-ft. above the waves. A superstructure measuring 40-ft. by 45-ft. is cantilevered over the sides of the platform, to give additional working space.



High-speed launch: Powered by Napier Deltics, it can achieve 35 mph, carrying 50 passengers. (Photo courtesy John I. Thornycroft & Co., Ltd.)

860 BHP Napier Deltic with marine

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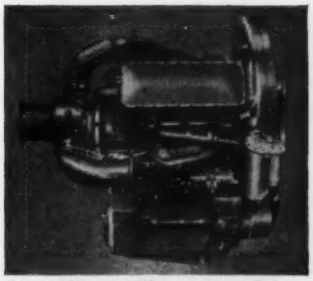
The Napier Deltics range in weight from 7,000 to 13,000 lbs. Maximum width is 65 inches. Maximum height: 90 inches.

Engine design eliminates vibration. Resilient mountings insulate hull vibration from the engines.

Maintenance and inventory are simplified. Light, sturdy engine accessories are easily accessible. Inventory of spare parts is at a minimum. Engines due for overhaul replaced immediately from stand-by stock.

For more information on the Napier Deltic, write to: Napier Engines, Inc., 909 Dupont Circle Building, Washington 6, D.C. In Canada; write to: D. Napier & Son, Ltd., 4104 St. Catherine St., West, Montreal, P.Q.



For mobile generating, pump, and compressor sets: A turbo-charged 9-cylinder Napier Deltic . . . continuous power at 1,100 bhp.

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In disputed area . . .

New Lease Sale Slated

Approximately 83,000 acres offered by Federal Government August 11, with all tracts in Zone 2

Zone 2—the disputed area between the 3 and 9 mile limits off Louisiana's coastline—will get its first lease sale in four years when the Federal Government puts up 83,000 acres for sale August 11. All of the 39 tracts involved—approximately 83,000 acres—are in the area. The tracts range in size up to 3,790 acres.

Under the federal-state agreement worked out pending settlement of the dispute over ownership of the oil-rich area, Zone 2 leases may be offered only if they are subject to drainage from productive leases nearby. The case, after numerous delays, is to be heard by the U. S. Supreme Court next fall.

Proceeds from the sale of Zone 2 leases will be held in escrow pending outcome of the court case. Minimum bonus to be accepted has been set at $25 per acre.

It will be the first federal sale of leases on the Louisiana outer continental shelf since July of 1955. A recent federal lease sale, involving 23 tracts, disposed of Florida offshore land, but there has been a moratorium on further leasing of Louisiana offshore tracts in Zone 2 since the dispute arose.

Bids will be opened at 10 a.m., August 11, in the Claiborne Room, St. Charles Hotel, New Orleans, La.

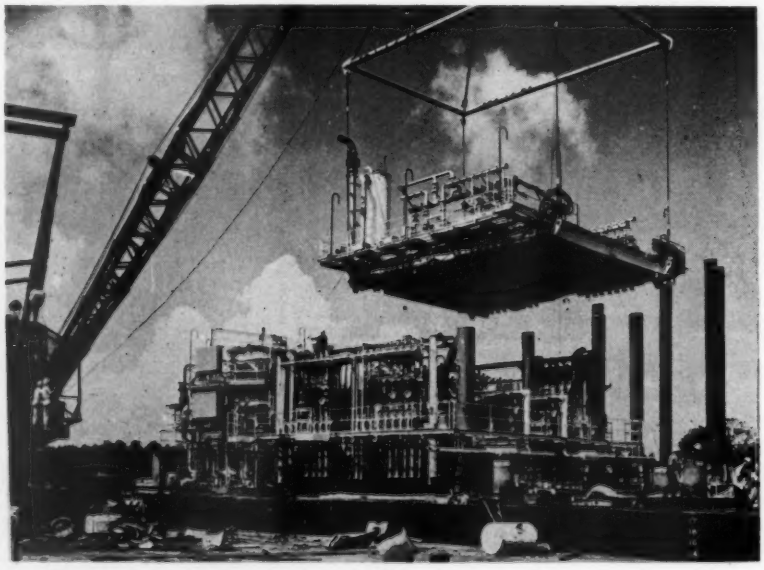
API

Brantley Predicts Drilling Without Derricks Or Masts

The idea of drilling oil wells without derricks or masts has been advanced by John E. Brantley, first president of the American Association of Oil Well Drilling Contractors.

In a special Centennial Anniversary section of the API Quarterly entitled "New Horizons," Brantley suggests that instead of raising and lowering sections of drill pipe with a block and tackle suspended from a towering derrick, it may be possible to use hydraulic lifts, together with automatic handling equipment.

He also stated that drilling may not be necessary at all in some cases. Atomic, liquid, or dry-charge explosives, and even flame and electric heat, may be used in wells of the future to create holes through which crude oil could flow.



Bound for Lake Maracaibo is this "packaged" flow station. Built for Sun Oil Company of Venezuela at the Bayou Boeuf yards of McDermott Fabricators, the 600-ton unit is shown being loaded on a barge in Morgan City for shipment to Venezuela. Comprised of five packaged lifts weighing from 75 to 200 tons each, the unit will be assembled on an aluminum structure already set in the lake. It will function automatically by electronic controls to process 100,000 barrels of crude daily.

California

New Threat Of Shutdown For Wilmington Operators

Operators in California's largest oil field, the Wilmington field in Los Angeles basin, are again threatened by a government shutdown because sudsidence is endangering the Long Beach Naval Base as well as industrial plants in the area.

About 210,000 bbls./day of water is being injected into the field daily to halt subsidence. But U.S. Attorney Laughlin E. Waters stated this was "markedly less than anticipated", and Federal Judge Harry C. Westover gave the operators until August 3 to file answers to the government's reactivated suit.

The Justice Department filed the suit earlier, but took it off the calendar last March when it appeared the injection program was halting subsidence.

Egypt

Mobile Platform Ordered For Drilling In Red Sea

Cie. Orientale des Petroles d'-Egypte plans to explore its concession in the Red Sea as soon as a mobile platform is available.

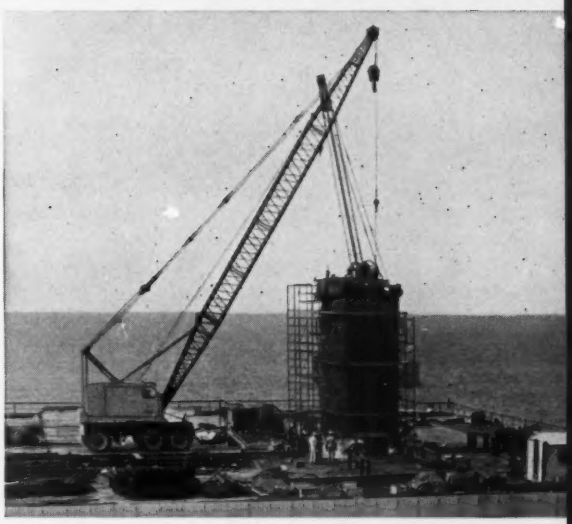
Cie. Orientale des Petroles d'-Egypte was formed by the Egyptian Government and ENI and Petrofina. The Egyptian Government holds a 49-percent interest in the company. Contract for an offshore drilling platform has been placed with an Italian firm, and the unit is expected to arrive in the Red Sea by the end of the year.

AMERICAN CRANES ASSEMBLE WORLD'S LARGEST STEEL ISLAND

First of its Kind Sulphur Mining Plant Almost One Mile Long

AMERICAN CRANES HANDLE MATERIALS AND SUPPLIES ON AND OFF PLATFORMS: Located seven miles out in the Gulf of Mexico, off Louisiana, this $30,000,000 offshore mining plant is being built by the Freeport Sulphur Company to mine a major deposit discovered during oil explorations.

Installed on the first drilling platform, above, are two American cranes. During construction they were assisted by a self-propelled 500 series American crawler (right) that handled jobs like assembling the huge sea water boilers. Erection and prefabrication contractors employed additional American equipment on this spectacular job. These included barge mounted revolvers and an 800-ton capacity shear leg derrick, the world's largest floating lifting device.



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Florida

Offshore Leases Awarded On Bids By Gulf, Calco

The Federal Bureau of Land Management has accepted bids made by Gulf Oil Corporation and The California Company, and awarded leases to the two companies on approximately 132,480 offshore acres.

Gulf and Calco were the only two companies to bid at the recent lease sale. **(See Offshore, July, p. 26).** The two companies bid jointly on 22 tracts. The California Company bid on one additional tract.

The 5-year leases brought $1,711,872, or an average of $12.92 per acre.

International

Germany Selected For Next World Petroleum Congress

The Permanent Council of the World Petroleum Congress has selected West Germany as the site of its next meeting, and selected Sir Stephen Gibson, C.B.E., member of the council, Institute of Petroleum, Great Britain, as its next chairman.

No date has been set for the Sixth World Petroleum Congress, although they are normally held every four years. No city has been selected as yet.

Industry Item

Oil Men Order 150,000 Copies Of Technical Papers

Orders for more than 150,000 copies of the 280 technical papers presented June 1-5 at the Fifth World Petroleum Congress in New York have been filled, and requests continue from oil men in many countries at a rate which is fast depleting the remaining stocks.

The papers cover all the major fields of petroleum and petrochemical technology, and will form part of the official Congress Proceedings being published in eleven volumes. These volumes will also contain the floor discussion on all the papers.

Orders for the Proceedings or individual papers may be placed with the General Secretary, Fifth World Petroleum Congress, 527 Madison Avenue, New York 22, New York.

Louisiana

Calco Sues Gulf Over Contract Termination

The California Company has filed suit against Gulf Oil Corporation in federal court in New Orleans for terminating a crude purchase contract eight years too soon.

Gulf had contracted to buy more than 40,000 bbls. of Louisiana crude daily from Calco, according to a statement issued by the latter company, under a series of contracts with a 10 years' termination clause. Gulf gave the 10-year notice last August 1. However, Gulf later withdrew the termination notice and fixed January 1, 1960 as the termination date.

"The contracts are perfectly clear and fully understood by both parties," according to Calco spokesman, "and there is no right whatsoever on the part of Gulf to advance termination date to January 1, 1960. In view of this complete absence of any justification for Gulf's action, our only recourse is to seek a court declaration that the contracts remain

(*Continued on page* 27)

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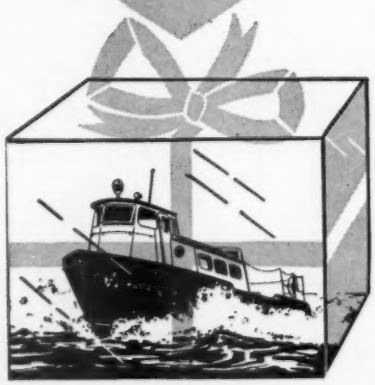

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Court leaves . . .

Huge Gas Sale Clouded

CATC still doesn't know what price it will get for gas deliveries to TGT started a year ago

A ruling by the U.S. Supreme Court may have a drastic effect on development of three offshore fields—said to be the laregst gas reserves ever committed under a single sale.

The court has ruled that CATC—Continental Oil Company, Atlantic Refining Company, Tidewater Oil Company and Cities Service Production Company—could not receive the 21.4 cents per Mcf agreed upon by CATC and Tennessee Gas Transmission Company. The court vacated an order of the Federal Power Commission authorizing the sale, and the case now goes back to FPC for further study even though the commission has failed in earlier attempts to settle the rate question.

The case involves some 1.75 trillion cubic feet of gas from three gas fields off the coast of Louisiana, in the Cameron area. Tennessee Gas agreed to pay 22.4 cents per Mcf for the gas (including a 1-cent state tax), and spent approximately $16 million on an offshore gathering system.

When the contract was first reviewed by the FPC, the commission decided that a 17-cent rate (plus a 1-cent state tax, making the total 18 cents) was all the producing companies could charge.

CATC promptly turned down the lower price, asserting development of the offshore gas fields would be uneconomical since offshore production is so much more expesive than onshore. The FPC then reversed its first ruling and allowed the 21.4-cent rate on a temporary basis, subject to re-

Ancient Roman valve, salvaged from one of the Emperor Caligula's yachts, is said by Italian scientists to have been built according to modern ASA and ASTM standards. The 80-lb. replica being uncrated above by Dr. Carlo Mustacchi and Dr. Mario Fera of the Italian engineering firm Compagnia Tecnia Industrie Petroli, S.p.A. is modeled after a valve found submerged at the bottom of Lake Nemi. The Romans used a zinc-free, lead-rich, anti-corrosion, anti-friction tin bronze of a composition very similar to (ASTM B-144-3D) cast acid metal now being used for valves, parts and fittings for acid service, and to (ASTM B-144-3E) anti-friction bronze used today for bearings and the like. Replica of the 19 centuries old valve was shown at the World Petroleum Congress held in New York's Coliseum last month.

fund. A prompt investigation was called for to determine reasonableness of the rates.

The case eventually reached the Supreme Court on separate appeals by the four-company operating group and the transmission company. The producers have indicated the gas might be switched to interstate markets, in the event of an adverse decision.

Suit . . .

(*Continued from page* 24)

in force until at least August 1, 1968.

"Gulf attempts to justify its action on the ground that the provision permitting termination on 10 years' notice makes the contract indefinite in duration and, therefore, cancellable by them at any time. This astonishing claim will no doubt come as a surprise to the industry in view of the fact that there are literally thousands of contracts in the oil business which are terminable only on a specified notice by one party or the other."

Persian Gulf

Abu Dhabi Successfully Completes Second Well

Abu Dhabi Marine Areas Ltd. has successfully completed a second offshore well in the Persian Gulf at 7,815-ft. The well was drilled by the **Adma Enterprise**, the first mobile drilling unit built in Europe (Germany) and towed to the Persian Gulf. A third well was reported drilling below 2,000-ft. about 3-½ miles east of the completed well.

Abu Dhabi Marine Areas Ltd. is jointly owned by British Petroleum and Cie. Francaise des Petrole. BP has a two-thirds interest in the venture.

Russia

Earthen "Dike" May Be Used For Drilling In Caspian Sea

The Russians may use a 7-mile long earthen dike to hold back waters of the Caspian Sea while an offshore area of nearly six square miles is explored for oil.

Neftianyie Kamni, Russia's largest marine oil field, is located in the Caspian Sea. The proposed earthen dike would be in the vicinity of the Karadag gas deposits. If the plan is carried out and the dike erected, the encircled area would be pumped dry, and drilling operations carried out on the actual sea bottom.

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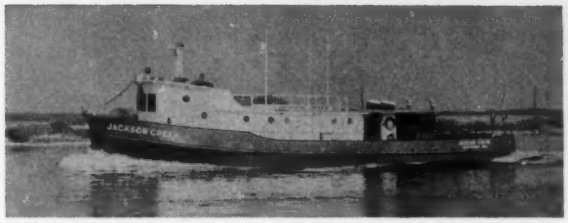

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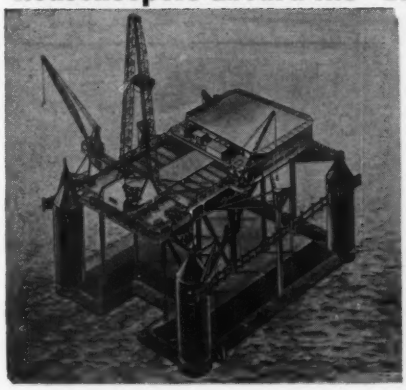

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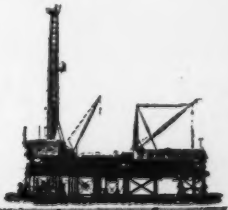

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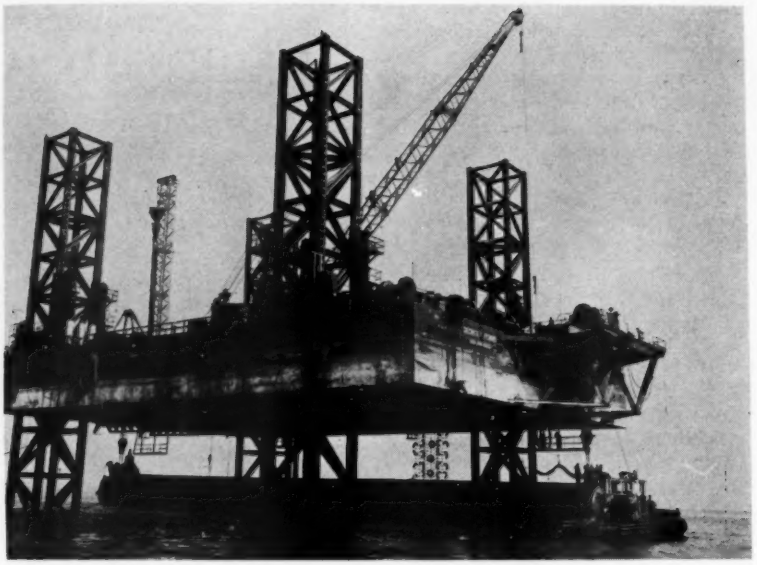
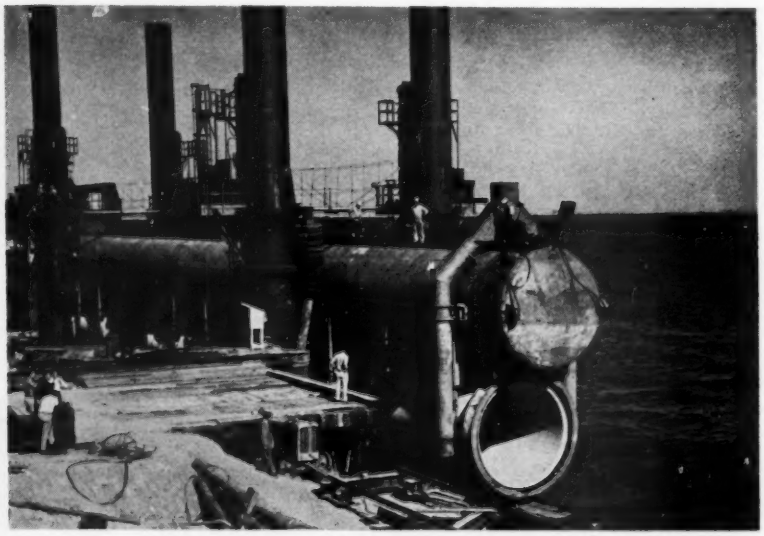


Largest Mobile Platform Lays Pipe

A spectacular construction operation is nearing its halfway mark off the California coast. The four-legged, 27-story **George F. Ferris,** largest mobile platform ever built, is wading deep into the ocean off El Segundo to construct the five-mile-long Hyperion Outfall—largest, longest, heaviest and deepest pipe line ever pieced together underwater. The platform now stands in 150-ft. of water (above), and by the time it completes the giant sewer line later this year, it will operate in water up to 200-ft. deep.

A four-legged launching platform (below) is used to submerge a 192-ft. string of cured pipe so a pontoon may be floated over it and lashed to it with slings. The pontoon-pipe combination is then submerged again, so only the top of the pontoon is visible above the water, and towed to the jobsite at sea. Straddling the near end of the pipe is a pair of chutes that will be used offshore to deposit a cradle of gravel under and around the pipe. The chutes ride on pontoon rails to cover the full length of the pipe.

The **George F. Ferris** is designed for simple conversion to a mobile offshore oil-drilling rig. As such, it would be the laregst ever built.



FLEET SEWART-BUILT MAN O' WAR is the third 48-footer sold to Equipos Marinos, S.A. by George Engine Company, has a top speed of 34.2 mph and will cruise at 31 mph. Vessel will be used for executive transportation on Lake Maracaibo.

Speedy Sewart Seacraft . . .

Third 48-Footer For Equipos Marinos

Series built for George Engine Company by Sewart rated fastest all-steel vessels of their size ever constructed

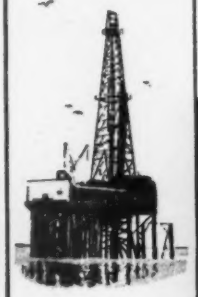
Man O' War, a fleet 48-ft. Sewart Seacraft designed and built for George Engine Company of Harvey, La., and purchased under a "package" arrangement by Equipos Marinos, S.A. for service on Lake Maracaibo, is the third in a series of oilfield boats built by Sewart Seacraft of Berwick, La. proven to be the fastest all-steel vessels of their size ever constructed.

Like its forerunners, **Nashua** and **Citation**—also purchased by Equipos Marinos, and named after the world's fastest horses—**Man O' War** is powered by twin General Motors turbocharged 6-71 diesels rated at 300 hp each, and has a top speed of 34.2 mph. The sleek Seacraft has a cruising speed of 31 mph.

Jan den Hartog, president of Equipos Marinos, came to New Orleans to accept delivery of **Man O' War,** and boarded the vessel for trial runs in Louisiana's Lake Salvador.

Sewart series . . . All three of the new boats are built on identical hulls which give them practically

COMPLETING ARRANGEMENTS for the purchase of Man O' War is Jan den Hartog, left, president of Equipos Marinos, S.A. of Maracaibo, Venezuela, and H. F. Colby, general manager of George Engine Company of Harvey, Louisiana—the world's largest distributor of GM marine diesels.



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the same performance. The first two boats in the series, **Nashua** and **Citation**, are built for carrying oilfield crews, and boast commodious trunk cabins forward with the steering compartments located amidships.

Man O' War . . . Since **Man O' War** was built as an executive boat, her cabin arrangement is quite different. The wheel house is located well forward while the cabin is situated amidships. The after deck of all three boats is open with the engine rooms underneath.

Features . . . **Man O' War** has a length overall of 48-ft., a width of 13-ft. 8-in., and a draft of 3-ft. 6-in. The twin GM turbocharged diesels drive a 28-in. by 34-in. Michigan "Dyna-Jet" wheel through a 2:1 reduction gear.

The vessel has an ultra-modern finish, with plush rugs on the floor and curtains on the windows. It has an automotive-type drop windshield forward. While the hull is all-steel, the boat has an aluminum house. It is equipped to carry 16 passengers in complete comfort.

Package deal . . . Equipos Marinos accepted delivery of the **Man O' War** from George Engine Company under a unique "package deal" arrangement which relieves the purchaser of all the necessary headaches and red tape involved in seeing a boat through to completion. George Engine Company, under this arrangement, supervised the construction, power installation and outfitting of all three boats. The service even included procurement of expert documents and arrangements with a steamship company to transport the boats to Venezuela.

H. F. Colby, general manager of George Engine Company and the man who negotiated with den Hartog for the purchase of the three boats, predicted that Equipos Marinos' latest acquisitions may help revolutionize water transportation on Lake Maracaibo and elsewhere.

"There has never been anything to match the performance of these boats," Colby stated. "They combine all of the admirable features which crew boat operators have long been seeking, with many bonus details in addition."

Equipos Marinos . . . As president of Equipos Marinos, den Hartog heads a company specializing in the rapid transportation of workers and executives to and from the marine rigs in Lake Maracaibo.

"The horses whose names we have taken for our boats are the world's fastest," he said, "and since our new boats are the fastest anywhere for their size and type, we feel they are worthy of bearing such distinguished names."

Multiple Completions Offshore

By WALTER W. POIMBOEUF, JR.
and WILLIAM W. CIEPLY

Continental Oil Company (CATC District Office)
Harvey, Louisiana

CATC'S SELF-CONTAINED PLATFORM in Block 45, Grand Isle area, scene of the world's first quadruple string completion. Initial production was 1200 bbls. of oil and 541,000 cubic feet of gas daily through an 8/64-in. choke.

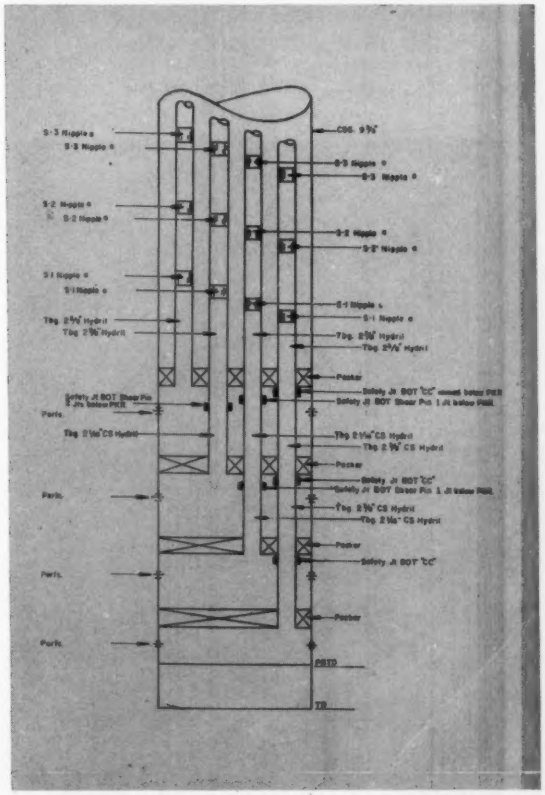
The term multiple completion refers to the technique whereby two or more hydrocarbon-producing formations can be produced from the same well bore at the same time without commingling any of the fluids.

Multiple completions are not new. Records indicate there were some dual completions made during the late 1930's. The dual completion did not develop as an accepted practice, however, until the beginning of World War II. During the war years, demand for more and more crude and the extreme shortage of tubular goods resulted in an upswing in the number of dual wells. Immediately after the war the number of such completions shifted downward and did not begin another upward climb until the late 1940's.

This downswing is attributed to the shortage of technical personnel necessary for development of equipment for this type of completion. When research and development groups of the petroleum industry attained normal operation, efficient dual completion became the rule rather than the exception.

The next step was to develop equipment and techniques that would enable further advancement into triple completions. The challenge again was met by the equipment manufacturers, and in the middle 1950's the three-string triple completion became a reality. The relative ease with which the triple completion was accomplished led to planning

(*Continued on next page*)



DETAILS OF SETTING four strings of tubing are shown, including location of perforations and packers for each zone.

Presented by the authors at the Spring Meeting of the API Southern District Division of Production in New Orleans, March 25-27, 1959.

The authors say—

- **Economic advantages overshadow difficulties inherent in multiple completions**
- **Without multiple completions, drilling of wells in deep water would be economically unsound**
- **Uncorrelated stringers in highly faulted offshore fields may be drained where otherwise impractical**

and development of equipment for running four strings of tubing into a single well bore. In 1958 the first successful four-tubing-string quadruple completion became a reality.

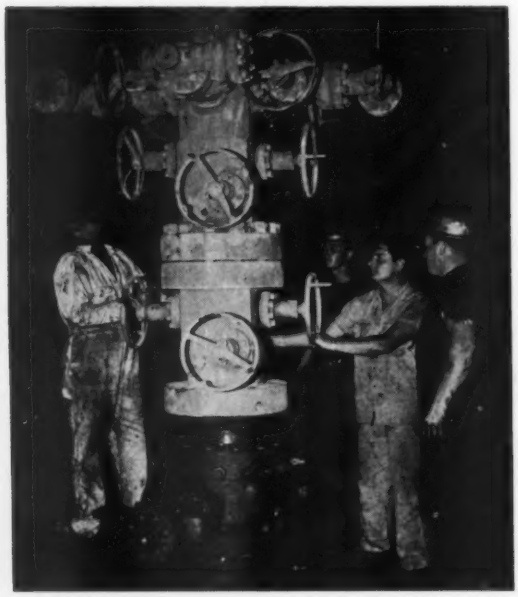
Advantages of Multiple Completions

There are many minor advantages and disadvantages to multiple completions, but major advantages are simply economics and conservation. Development of the offshore frontier has contributed considerably in the development of the multiple completion. Without it, drilling of wells in deep water would be economically impractical. The deeper the water the higher is the cost of drilling for and producing petroleum.

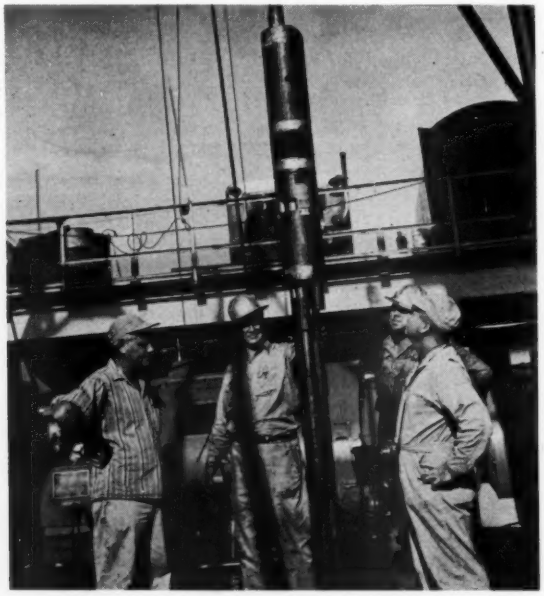
Perfection and acceptance of the multiple completion will enable the offshore operator to venture farther into deeper water, and tap the vast hydrocarbon reserves lying beneath the Gulf. And if the offshore operator finds the multiple completion attractive, the onshore operator should find it more so.

Add to reserves . . . Multiple completions add to petroleum reserves in another manner. Miocene sands from which offshore Louisiana wells are producing are predominantly thin sands with interbedded shale stringers. This does not mean there are no thick sand and shale sections. The sand bodies contain varying-thickness shale lenses scattered throughout the matrix.

Many of these minor stringers are virtually impossible to correlate over some of the highly faulted oil and gas fields offshore. There is an appreciably large number of lenses that are known to contain hydrocarbons. It would be economically impractical to endeavor to drain these stringers and even widespread thin sand bodies without utilizing multiple



ASSEMBLED CHRISTMAS TREE, especially designed for the world's first quadruple completion by Cameron Iron Works of Houston, is lowered through derrick floor. The offshore well was drilled for CATC by Brewster-Bartle Drilling Company of Houston.



INSPECTING QUADRUPLE PACKER at CATC well are, left to righ, C. D. Armstrong, CATC district superintendent, Red Chambers and G. O. White of Brown Oil Tool Company (who designed and built the hydraulic-type packers), and George B. Grafton, CATC district superintendent.

completions. Therein lies the contribution of the multiple completion to the reserves of potential energy for our state and nation.

Field development . . . Another advantage of this type completion lies in the practical economic development of an oil field. One of the most important criteria utilized in determining optimum spacing and completion techniques is production data from a producing well. These completions enable the operator to obtain these data at an early stage, therefore enabling him to determine more accurately his drilling program for the field in question. This can eliminate drilling of marginal wells, and, in some cases, eliminate a dry hole.

There are other advantages of lesser nature than previously stated. Some of these are:

1) Offset obligations of marginal zones may be fulfilled.
2) Reduction of overall operating cost.
3) Reduction of the possibility of casing workover resulting from deterioration because of extended long life of well.
4) Quicker complete reservoir analysis.
5) Marginal zones, none of which would support a well, may be combined.
6) Utilization of extra tubing strings for secondary-recovery injection wells.
7) Eliminate some future recompletions.
8) Deplete well during life of the offshore platform. These platforms are very expensive to replace and maintain. They cannot be expected to last indefinitely.

Disadvantages of Multiple Completions

Also to be considered are the disadvantages incurred by multiple strings. One of the most important of these is the fact that artificial lift of three or four zones will will be extremely difficult. This problem is under consideration and will most probably be solved by the time there is extensive need for the solution.

One of the most frequently stated disadvantages is that future recompletion work will be extremely difficult. It is true that it will be more difficult to pull four strings of tubing and four packers than it would one, but each time a producing zone is made available to a tubing string in essence a recompletion job has been performed. In case of a quadruple completion, three potential remedial jobs have been performed before the well bore produces at all. In the case of a quadruple completion with alternate producing zones, many more apparent remedial operations will be performed. Also, use of small-diameter concentric tubing for limited workover of wells has been very successful without the necessity of removing the tubing from the well.

Permanent-type completions . . . The multiple completion does restrict the use of permanent-type completions, but here again we have partially performed some of these anticipated operations and can still perform this type of operation on the lower zone in the well bore.

Down-hole equipment failure . . . There is an increase in the possibility of down-hole equipment failure, resulting from the increased volume of down-hole equipment. Engineering advance in design is reducing these possibilities.

This increase in the amount of down-hole equipment makes the running of this equipment in the hole more difficult and increases the cost of completing the well. These two factors are greatly overshadowed by the results obtained.

Summing up, there are advantages and there are disadvantages to the multiple completion, but the advantages overshadowed the disadvantages to a degree that this type completion, where applicable, has become the rule rather than the exception with some operators.

This is Part I of a two part article by Mr. Poimboeuf and Mr. Cieply. Part II, dealing with planning and carrying out a typical CATC multiple completion, will appear in the next issue of Offshore.

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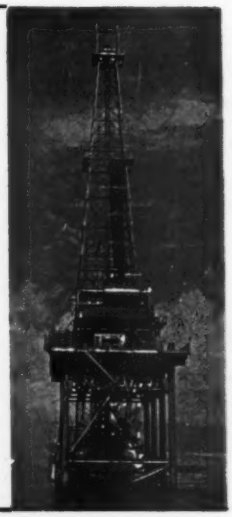

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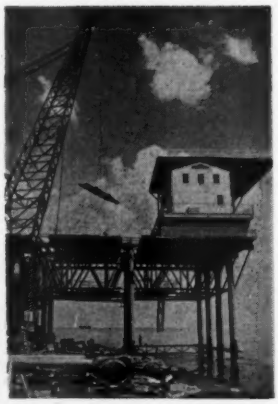

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SERVICE PERSONALITIES . . In The NEWS

Davis

Cameron Names Davis Manager Pressure Control Equipment

Herbert Allen, vice president and general manager of Cameron Iron Works, Inc. of Houston, has announced the appointment of W. Roy Davis, formerly sales manager of the valve and oil tool division, as manager of the pressure control equipment division. This division, which supersedes the valve and oil tool division, consolidates domestic manufacture, engineering and sales of all Cameron pressure control products, including well heads, blowout preventers, valves and instruments. John H. Grubb will continue as manager of the international division, with responsibility for equivalent activities outside the U.S.

Helies

Griffin

Security Elects President, New V-P and General Manager

John C. Helies has been appointed president of Security Engineering Division, Dallas-based rock bit and oil well drilling tool manufacturer, one of the Dresser industries.

Helies was formerly executive vice president and general manager of Security. He is a graduate of Holy Cross College, Worchester, Mass.

Claude L. Griffin has been named vice president in charge of sales for Security. Griffin was elevated from the position of domestic sales manager, a post he has held since 1958.

A. R. Patton has been appointed division special sales representative for Security. Patton attended Oklahoma A & M and has been associated with the oil industry since 1948. He will maintain offices in New Orleans, and will work primarily in Southern Louisiana, Mississippi and Alabama.

Troutz

Patton

Troutz Elected President Of Cummins Sales & Service

Election of L. J. Troutz as president of Cummins Sales & Service, Inc. has been announced by Ken W. Davis, chairman of the board, from the company headquarters in Fort Worth.

Formerly vice president and general manager, Troutz joined the organization in 1943 at Odessa, Texas.

Walling

Hanson

Grant Oil Tool Promotes Two, Adds Two To Sales Staff

Grant Oil Tool Co. has promoted Rex Walling to field supervisor in charge of branch operations. Walling joined Grant in 1951 after 17 years in geophysical work. He was district manager and division manager at Odessa before his new assignment.

Succeeding Walling as district manager at Odessa is Lee Hanson, who has been a Grant representative in Odessa and in Oklahoma City since 1952.

Owsley

Harbin

Halliburton Announces Four Executive Changes

Halliburton Oil Well Cementing Co. has added a new director and advanced three other executives.

William D. Owsley, senior vice president, was elected a director following stockholder approval of a proposal permitting enlargement of the board. Owsley is a University of Oklahoma engineering graduate who joined Halliburton in 1932.

Marvin K. Brummett, secretary, was elected vice president and secretary. Brummett joined Halliburton's

Brummett

Thomson

legal department in 1938 after obtaining his law degree from the University of Texas.

John P. Harbin was elected financial vice president, a newly created position. He formerly was controller and assistant secretary. Harbin is a University of Texas accounting graduate. He joined Halliburton in 1948.

J. E. Thomson, chief accountant, was elected controller and assistant secretary. He joined Hallibuorton in 1945, after studying at West Texas State Teachers' College and the University of Texas.

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Pike

Magee

Pike, Magee Named To New Posts By Mid-Continent

Alan A. Pike has been promoted to district sales representative in Fort Worth for Mid-Continent Supply Co. He was formerly the district manager in Casper, Wyoming. A graduate of Texas Christian University, Pike holds a B.A. degree in geology and a B.S. degree in education.

Named as store manager in Duncan, Oklahoma is George N. Magee. Magee is a graduate of North Texas College with a B. S. degree in industrial education.

Willmott Named To New Post At Napier Engines, Inc.

Colin Willmott has been appointed industrial and marine manager of Napier Engines, Inc. and will make his headquarters at the company's Washington offices.

For the past year Willmott has been Deltic engine representative for Napier in New Orleans covering the Gulf Coast area. In his new position his responsibilities will include the balance of the U.S. and the Caribbean.

Willmott, with Napier since 1954, is a former engineering officer with the British Army and a graduate of Cambridge University, England.

Willmott

Harris

Harris Advanced To Staff Engineer At Halliburton

Francis N. Harris, who has been a member of the analytical section of Halliburton Oil Well Cementing Company's chemical research and development laboratories at Duncan, Oklahoma, has joined the company's production improvements section as staff engineer, chemical services.

The production improvements section is headed by W. E. Hassebroek, formerly technical supervisor for fracturing. Production improvements now includes technical development and coordination responsibility for Halburton's fracturing Hyrdo-Sonic and chemical services.

Harris graduated from Texas Technological college in 1942 with a B.S. degree in chemistry, and since joining Halliburton in 1946, has been primarily identified with acidizing.

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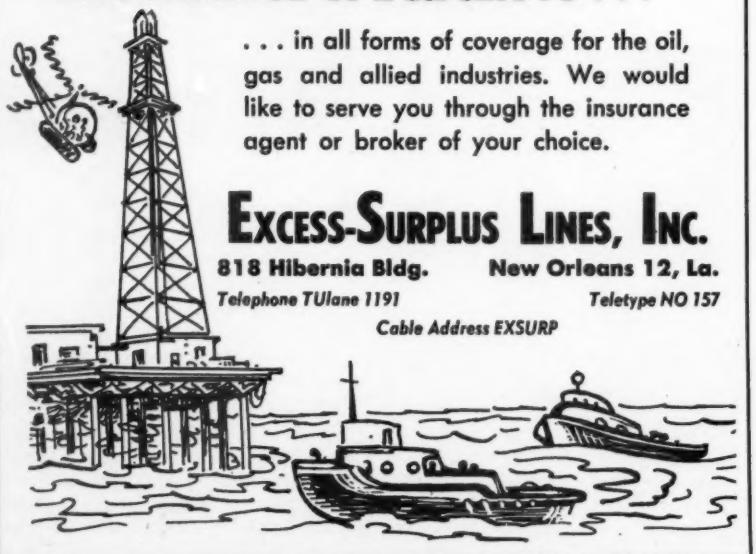

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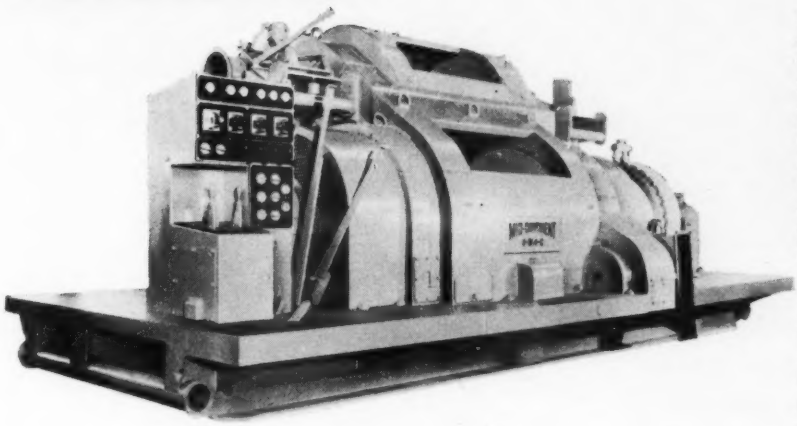


New Mid-Continent drawworks . . .

Big Rig With Small Rig Flexibility

Packaged unit contains hoisting drum, transmission, rotary drive and auxiliary brake on a single skid

The flexibility and simplicity of operation usually found in small rigs has been designed into Mid-Continent's new U-914-C drawworks, while retaining all the desirable features of a large rig.

Rated at 900 to 1,400 net input hp, the Mid-Continent U-914-C is built for modern high speed drilling inland and offshore. Operating controls are incorporated into a new single console, which increases the efficiency of the driller. This conveniently located panel equipped with speed selection levers and air actuated clutch controls provides complete control of the rig with a minimum effort.

Packaged unit . . .The packaged unit contains hoisting drum, transmission, rotary drive and auxiliary brake on a single skid. The rig, less auxiliary brake, weighs 45,575 lbs and is 10-ft. wide overall.

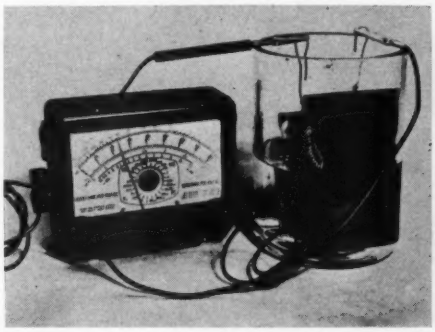
Easy Maintenance . . . Accessibility of wearing parts for easy maintenance and service is an important feature of the new Mid-Continent drawworks. Brake rims are replaceable over sprocket hubs and shaft bearings without necessity of stripping drum shaft. Transmission shafts, mounted in identical support bearings and on very short centers, can be removed independently. Drum clutches are serviced without disassembling the drum shaft or removing the brake.

Drum shaft assembly . . . The drum shaft assembly features a 9-1/2-in. O.D. shaft and balanced drum design for maximum bearing and wire line life. The extra large drum, 29-in. diameter by 53-1/4-in. long, provides three wrap spooling when hoisting 90-ft. stands in an 8 line reaving system and using 1-1/4-in. wire line. Hi and lo-drum clutches are identical. A splined clutch is provided on the lo-drum side for emergency use.

Transmission . . . The transmission is an integral part of the drawworks with three forward ratios and a gear reverse. These combine with the hi and lo-drum drive to give six forward and two reverse hoisting drum speeds. Three forward and one reverse speed are available to the rotary counter-shaft, catshaft, or optional sandreel shaft.

Other features . . . Drawworks is equipped with self-equalizing, double adjusting 52-in. x 10-in. main brakes coupled to a differential compound. Individually equalized bands have spring loaded spherical dead-end equalizer seats which eliminates bending of the dead-end pins. Band wrap of 320° with 2805 sq. inches of effective braking area assures ef-

(*Continued on next page*)



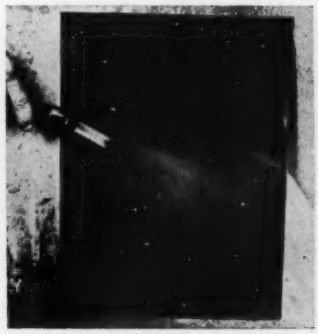


Photo at left indicates electrical potential passing from Carbo Zinc #11 coating to unprotected steel. Reading is .50 volts—maximum possible potential is .72 volts. Right, water being sprayed on panel 20 min. after application of one coat of Carbo Zinc #11, demonstrating water insolubility after a very short drying time.

Carboline Company's new . . .

All-Inorganic Zinc Coating

Carbo Zinc #11 is a new all-inorganic zinc coating just introduced by the Carboline Company of St. Louis, and is designed to provide a high degree of galvanic protection and to eliminate sub-film rusting in salt water, fresh water and solvent environment. It is effective at temperatures of —80° to

(*Continued on next page*)

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Mid-Continent Drawworks . . .

(*Continued from preceding page*)

ficient braking with maximum safety.

All shaft bearings, sprocket bearings and brake linkages are grease lubricated. Extra capacity 55-gal. oil sump with two independently chain driven oil pumps in the transmission furnish flood lubrication to all chains and sprockets. Pumps are manifolded and either can furnish adequate lubrication.

The new U-914-C drawworks is offered for sale through **Mid-Continent Supply Company, Fort Worth, Texas, and all its sales branches throughout the world.**

Zinc Coating . . .

(*Continued from preceding page*)

+750° F. It can be used as a single coat protection or as a prime coat for other organic and inorganic topcoats.

Though applied by brush, spray or roller, Carbon Zinc #11 is very similar to hot dipped galvanizing and has many of the same properties. It has the advantage of greater simplicity of use, economy and in the field application.

The coating provides a conductive zinc film. The reactive metal slowly goes into solution as needed when immersed to give direct galvanic protection to steel surfaces. Should coated steel become damaged, the unprotected steel will not rust.

Rapid drying . . . An outstanding feature of the new coating is its rapid drying time. Becoming water insoluble after 20 min., rain, condensation, spray or rising tide will not damage or dissolve the coating or adversely affect its performance. The quick water insolubility characteristic of Carbo Zinc #11 permits coating at low tide without loss of efficiency when rising tide occurs. Painting can be done in 90-100 percent relative humidities. Until now, coating in relative humidity over 75 percent has not been recommended by coating and paint manufacturers.

Carbo Zinc #11 can be applied and will cure properly at temperatures as low as −20° F. For technical bulletin, samples and complete data, write the **Carboline Company, 32 Hanley Industrial Court, St. Louis 17, Mo.**

Louisiana

Discovery By Drill Barge "St. Louis" Extends Eugene Island Block 93 Field

In the Gulf of Mexico off the Louisiana coast, Midwest Oil Co. and Ocean Drilling & Exploration Co. have extended limits of the Eugene Island Block 93 field with completion of No. 3 OCS-9229, Block 90—one mile from the nearest production in Block 93.

Dually completed, the well is productive from perforations at 10,323-334 and 10,178-192 ft.

The discovery was drilled by Odeco's drill barge St. Louis to a total depth of 10,579-ft. The lower sand flowed 408 bbls. of 39.9°-gravity oil per day on 10/64-in. choke, with a tubing pressure of 2075 lbs. Upper sand tested 399 bbls. of 40.5°-gravity oil per day on a 10/64-in. choke with 2,075 lbs. flowing pressure. Gas-oil ratio was 799 in the lower sand, 662 in the upper pay.

Nearest production on the dome is one mile south in Eugene Island Block 93. The well was drilled on a 1250-acre lease in which Midwest has a 54 percent interest and Odeco a 46 percent interest.

Pan Am Tests Discovery Off St. Mary Parish

Pan American Petroleum Corporation has completed a gas-distillate discovery in Eugene Island Block 207, offshore from St. Mary Parish, Louisiana.

Pan Am's No. 1 OCS-0575 flowed 1,200 Mcf of gas plus 80 bbls. of 50.6°-gravity condensate per day through 11/64-in. choke on initial tests. Production is from perforations at 12,552-60-ft. Tubing pressure was 4200 lbs., and gas-condensate ratio is 15,000.

Bottomed at 13,458-ft., hole has 5-in. liner cemented to total depth. Pan Am is operator of the lease, but Texaco holds a 50 percent interest in the discovery.

Lake Maracaibo

Phillips Completes Sixth Large Producer In Lot 17

Phillips Petroleum Company has announced completion of another large well as an extension to its Lot 17 field in Lake Maracaibo, Venezuela. Phillips' LPG 16-9 flowed 7,056 bpd from a thick pay section of Eocene sand at an unspecified depth, and extended the field approximately 1,900-ft. to the south.

Six large producing wells have now been completed in the Lot 17 field, and deliveries of crude oil are being made. Gravity of the oil varies from 34 to 36 degrees.

Phillips is operator of Lot 17 for a group of companies including itself, Sunray Mid-Continent, Ashland Oil and Refining, Western Natural Gas, El Paso Natural Gas, Kerr-McGee and Venezuelan Pacific Petroleums.

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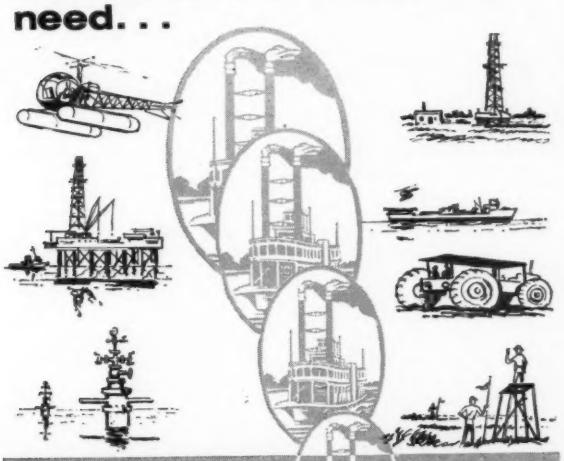

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Mobile Units, Tenders, And Self-Contained Platforms Gulf Coast Area

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Barnwell Offshore, Inc. Self-elevating 176′ x 176′ x 152′ with three 145′ legs	"Mister Cap"	to 100′	Drilling for Sinclair-Sohio, Block 190, Eugene Island
Blue Water Drilling Corp. Submersible	Rig No. 1	70′	Drilling for Shell Oil Co., Block 128, Eugene Island Area
The California Company Submersible 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons	S-45		Bay Marchand, Louisiana, Rowan Drilling Co.
The California Company Submersible 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Bay Marchand, Louisiana, Noble Drilling Co.
Continental Marine Exploration Co. Submersible 230′ x 99′ with 54′ between fixed hulls	"M & H Drilling Platform No. 12"	To 30′	Drilling for Tennessee Gas Block 17, East Cameron Area
Coral Drilling Company Submersible 180′ x 151′ x 84′ with four pontoons	"Mr. Arthur"	to 70′	Drilling for California Co., Block 68, Vermilion
Deepwater Exploration Co. Self-elevating overall 121′ x 118′	"Deepwater No. 2"		Completely salvaged unit at LeTourneau, Vicksburg yard
Delta Marine Drilling Co. Submersible	"Chris Zeppa"	To 35′	Drilling for Gulf Oil Corp. Block 24, West Delta
Dixilyn Drilling Corp. Self-elevating 194′ x 152′ overall. Three 175′ legs	"Julie Ann"	To 105′	Drilling for Shell Oil Co., Block 189, Eugene Island Area. Second location
Gulf Marine Drilling, Inc. Submersible	Rig No. 1	22′	Drilling for Gulf Oil Corp. Block 24, West Delta, Well No. 1
Kerr-McGee Oil Ind., Inc. Submersible 13′ x 54′ x 160′ with two 13′ x 14′ x 110′ pontoons	Rig 40	to 22′	Moving to Block 3, West Cameron Area, for Pure Oil Co.
Kerr-McGee Oil Ind., Inc. Submersible 13½′ x 72′ x 140′ with two 13½′ x 13½′ x 140′ pontoons	Rig 44	To 40′	Drilling for self et al, Block 28, Ship Shoal Area
Kerr-McGee Oil Ind., Inc. Submersible 142′ x 69′ x 13′6″, with two 10′ x 11′ x 146′ pontoons	Rig 45	To 35′	Drilling for Gulf Oil Corp., Key West, Florida
Kerr-McGee Oil Ind., Inc. Submersible	Rig 46	To 70′	Drilling for Phillips Petroleum Co., Block 40, West Cameron Area
Kerr-McGee Oil Ind., Inc. Submersible	Rig 47	To 70′	Drilling for Gulf Oil Corp., Block 147, Ship Shoal Area
Louisiana-Delta Offshore Corp. Submersible 180′ x 151′ x 12′	Drill Barge Louisiana	To 65′	Drilling for Shell Oil Co. East Bay

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Louisiana-Delta Offshore Corp. Submersible 156′ x 90′	Drill Barge Delta	To 25′	Drilling for Shell Eugene Island Area
Magnolia Petroleum Co.	Rig 52		Drilling in Cote Blanche Bay, St. Mary Parish
Movible Offshore Co. Submersible 200′ x 146′ x 67′	Movible No. 3	To 45′	Drilling for John W. Mecom, Block 45, West Cameron Area
Movible Offshore Co. Submersible 201′ x 211′ x 110′	"Movible No. 2"	To 80′	Drilling for Texaco, Block 119, Eugene Island Area
Noble Barge Co. Twin-hull submersible 217′ x 100′	"Lloyd Noble S-66"	To 100′	Being built at Avondale Marine Ways
Ocean Drilling & Exploration Company Submersible 200′ x 300′ x 98′	"El Dorado"	To 70′	Drilling for CIMA, Gulf of Campeche, Mexico
Ocean Drilling & Exploration Company Submersible 132′ x 220′ x 58′	"Mr. Charlie"	40′	Drilling for Texaco, Block 17, Eugene Island Area
Ocean Drilling & Exploration Company Submersible 120′ x 180′ x 49′	"John Hayward"	30′	Drilling for California Co., Block 93, Eugene Island Area
Ocean Drilling & Exploration Company Submersible 200′ x 300′ x 93′	"Margaret"	To 60′	Drilling for Shell Oil Co., Block 27, South Pass Area
Ocean Drilling & Exploration Company Submersible 120′ x 180′ x 50′	"St. Louis"		Drilling for Self and Mid-west Oil Corp., Block 90, Eugene Island Area
The Offshore Company Self-elevating 8½′ x 70′ x 203′ with twelve 6′ dia. caissons	Mobile Unit No. 51		Bayou Bouef, Louisiana
The Offshore Company Self-elevating 13½′ x 117′ x 220′ with fourteen 6′ dia. caissons	Mobile Unit No. 52		Modification Orange, Texas
The Offshore Company Submersible 12′ x 74′ x 200′ with four 6′ dia. caissons	Mobile Unit No. 53		Drilling for J. Ray McDermott Co., Block 2, East Cameron Area
The Offshore Company Self-elevating 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 54		Drilling for Texaco and Pan Am., Block 177, Ship Shoal Area
The Offshore Company Self-elevating 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 55		Trinidad
Penrod Drilling Company Submersible 196′ x 108′	Rig 50	44′	Eugene Island Area
Penrod Drilling Company Submersible 150′ x 190′	Rig 51	To 70′	Bay Marchand
Penrod Drilling Company Submersible 198′ x 174′	Rig 52	100′	Eugene Island Area
Placid Oil Co. Twin submersible hulls, each 72′ x 178′	Petrel	To 100′	Eugene Island Area
Reading & Bates Offshore Drilling Company Self-elevating	"C. E. Thornton"	To 110′	Persian Gulf

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Rimrock Tidelands, Inc. Submersible	"Rimtide"	35'	East Cameron Area, Block 17
Sea Drilling Corp. Submersible	"Seadrill 2"	30'	Block 13, Vermilion Area
Southeastern Drilling Corp. Submersible 11' x 90' x 156' with four pontoons	Rig 22, Barge 8		Drilling for Kerr-McGee, Block 35, Ship Shoal area
Tidelands Drilling Co. Self-elevating Deck 258' x 104', pad 200' x 180' with four 10' dia. columns	"Mr. Gus II"	45'	Drilling for CATC Grand Isle, Block 40
Union Producing Co. Submersible 160' x 190'	Barge A	To 76'	On location in Block 128, Eugene Island Area
Universal Drilling Company Self-elevating	"Mr. Louie"	To 130'	Being outfitted in New Orleans
Zapata Off-Shore Company Self-elevating. 194' x 152' overall. Three 145' legs	"Vinegaroon"	To 80'	Block 77, Vermilion
Zapata Off-Shore Company Self-elevating. 20' x 80' x 140', with three triangular legs	"Scorpion"		S/L 3535, Well No. 1, Block 17, East Cameron

Drilling Tenders

An-Son Offshore Drilling Co.	"Carl B. Anderson"		Drilling for CATC
An-Son Offshore Drilling Co.	"Deepwater No. 1"		Rigging up to work for Humble in Block 54, South Timbalier Area
The California Company Converted LST, 328' x 50'	S-21	25'	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company Converted LST, 328' x 50'	S-22	49'	Bay Marchand, Louisiana, Loffland Brothers
The California Company Converted LST, 328' x 50'	S-23		Being mothballed
The California Company LST, 328' x 50'	S-24	37'	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company LST, 328' x 50'	S-25		Bay Marchand, Louisiana Loffland Bros.
The California Company LST, 328' x 50'	S-26		Standby. Venice, Louisiana. Loffland Bros. rig
Coastal-Marine Drilling and Construction Corp. New tender, 272' x 56'	Howard S. Cole Jr. Coastal-Mariner No. 1		Sold to Pan American International for use in Persian Gulf
CATC Group New tender, 260' x 54'	"J. C. Craig"	90'	Eugene Island, Block 208
CATC Group New tender, 260' x 54'	"Carle Sharp"	101'	Ship Shoal, Block 199
CATC Group New tender, 260' x 54'	"Ernie Miller"	50'	West Delta, Block 45
CATC Group New tender, 260' x 54'	"Jack Cleverley"		Drydock
Deepwater Exploration Co. Converted LST, 328' x 50'	"Deepwater No. 1"		Block 174, Ship Shoal area
Delta Marine Drilling Co. Converted LST, 326' x 50'	"Joseph Zeppa"		Stacked
Gulf Oil Corporation New tender	"Dolphin"		Completed placed in moth ball fleet at Orange, Tex., engines pickled, and rig stacked

OWNER	NAME	WATER DEPTH	PRESENT STATUS
Gulf Oil Corporation Converted LST, 328' x 50'	"Eagle"		Rig stacked at Morgan City, Louisiana
Gulf Oil Corporation New tender, 272' x 60'	"Pelican"		Block 130, S. Timbalier area, Salt Dome Prod. Co.
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-1		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-2		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-3		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-4		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-5		At Orange, Texas for storage
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-6		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-7		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-8		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-9		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-10		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-11		Standing by
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-12		"Q" Platform in West Delta, Block 30 field

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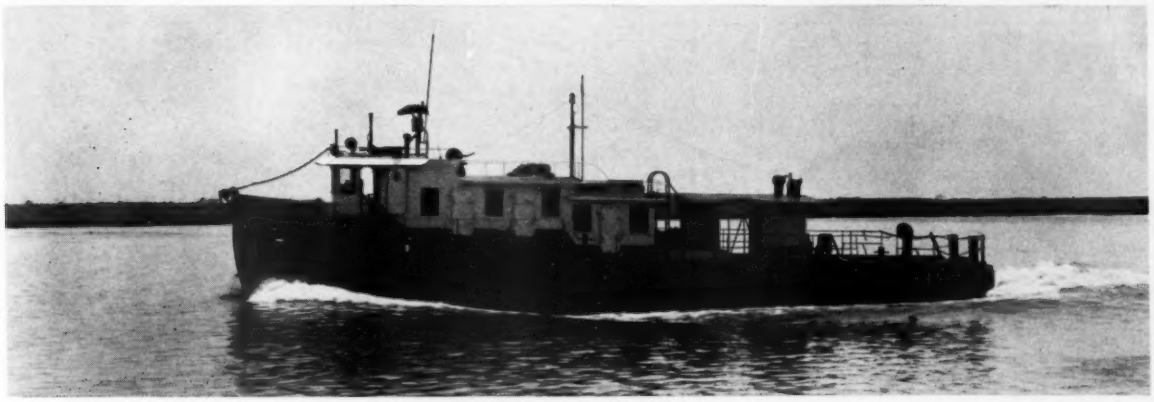

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OWNER	NAME	WATER DEPTH	PRESENT STATUS
Kerr-McGee Oil Ind. Inc. New Tender, 250' x 50'	"Kermac II" Rig 43		Waiting on location
Kerr-McGee Oil Ind. Inc. New Tender, 250' x 50'	"Kermac III" Rig 48		Drilling for CATC Block 124, Vermilion
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Frank Phillips" Rig 39		Waiting on location
Llano Drilling Company New tender, 260' x 54'	"Clayton G. Dorn"		Under bareboat charter to Reading & Bates Offshore Drilling Co.
Magnolia Petroleum Co. Converted YF	"Gulf Coast Barge No. 2"		Out of Service
MCN Group Converted YF	MDT-1		Block 139, Eugene Island Area, Well E-1 drilling
MCN Group Converted YF	MDT-2		Out of Service
MCN Group Converted YF	MDT-3		Out of Service
MCN Group Converted YF	MDT-4		Out of Service
MCN Group Converted YF	MDT-5		Out of Service
MCN Group Converted YF	MDT-6		Out of Service
MCN Group Converted YF	MDT-7		Out of Service
Pan American Petroleum Corp. Converted LST, 328' x 50'	"Pan American 50"		Orange, Texas
Reading & Bates Offshore Drilling Company	"J. W. Bates"		Persian Gulf
Reading & Bates Offshore Drilling Company	"George M. Reading	71'	Drilling in Block 120, Vermilion Area for CATC
Reading & Bates Offshore Drilling Company	"J. C. Craig"		Drilling in Block 208 Eugene Island Area for CATC
Reading & Bates Offshore Drilling Company	"Clayton G. Dorn"		Drilling in Block 208, Eugene Island Area for CATC
Southeastern Drilling Corp. Converted YF	Rig 12 Barge 9		Shut down, Industrial Canal, New Orleans
Zapata Off-Shore Company Floating drill barge	"Nola No. 1"		Drilling in Block 84, W. Delta Area

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Self-Contained Platforms

COMPANY	DESCRIPTION	YEAR BUILT	LOCATION	WATER DEPTH
CATC Group	110′ x 146′	1956	Block 45, West Delta	50′
CATC Group	110′ x 146′	1957	Block 47, Grand Isle	88′
Gulf Marine Drilling, Inc. Rig #2			Bayou Bouef, awaiting location	
Gulf Oil Corporation	40′ x 100′	1957	Rig Stacked at Morgan City, La.	
Humble Oil & Refg. Co. Rig #50	78′ x 200′	1956	Block 16 Field, "L" Platform, Grand Isle Area	50′
Humble Oil & Refg. Co. Rig #54		1958	"Q" Platform, West Delta Block 30 field	
Mecom Petroleums	82′ x 193′	1948	Rig removed from platform	34′
Phillips Petroleum Co.	85′ x 140′	1955	Block 184, Eugene Island Area, vacated, platform remains	84′
Phillips Petroleum Co.	88′9″ x 140′	1955	Block 129-A, Eugene Island Area, platform inactive	52′
Phillips Petroleum Co.	88′9″ x 140′	1956	Block 172, Eugene Island Area, vacated platform	77′
Phillips Petroleum Co.	88′9″ x 140′	1956	Block 191, Eugene Island Area, platform inactive	81′
Phillips Petroleum Co.	88′9″ x 140′	1957	Block 129, Eugene Island Area, platform inactive	57′
Pure Oil Company Converted LST	328′ x 50′	1958	Orange, Texas	
Pure Oil Company	52′ x 106 with 51′ x 82′ pipe rack	1957	Block 126, E. Cameron Area	72′
Shell Oil Company	55′ x 110′	1958	Block 176, Eugene Island Area, Platform inactive	86′
Sinclair Oil & Gas Co.	118′ x 142′	1957	Block 175, Eugene Island area (wells shut in)	85′
Sinclair Oil & Gas Co.	118′ x 142′		In storage at McDermott Bayou Bouef yard	
Sinclair Oil & Gas Co.	80′ x 180′	1955	Block 15, South Timbalier Area, Platform on Production	7′
The Superior Oil Co.	96′ x 225′	1958	Drilling B-3, Block 76, Vermilion Area	
Union Oil Co. of California			B-1, Block 76, Vermillion Area, Southeastern Drilling Corp., Rig 7	

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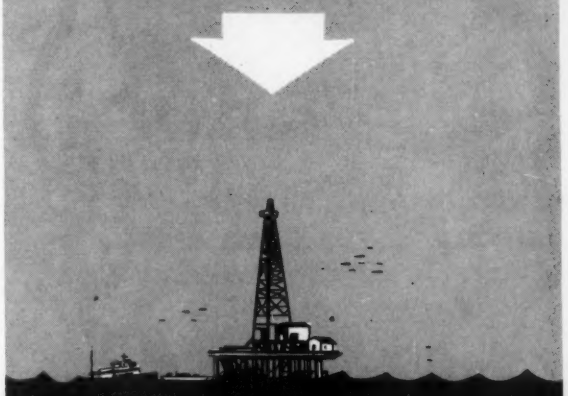

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NEW ORLEANS

Oil Man's Calendar

SEPTEMBER

10 Oil Trades Association of New York, Westchester Country Club, Rye

16-18 National Petroleum Association, annual meeting, Traymore Hotel, Atlantic City

23-24 Western Petroleum Refiners Assn., Rocky Mountain regional technical-industrial relations meeting, Henning Hotel, Casper, Wyo.

27-29 National Assn. of Oil Equipment Jobbers, annual convention and trade show, Hotel Leamington, Minneapolis

27-30 API, Executive Committee of Board of Directors, Greenbrier Hotel, White Sulphur Springs, W. Va.

OCTOBER

4-7 Society of Petroleum Engineers of AIME, 34th annual fall meeting, Dallas, site unreported

5-7 American Gas Association, convention, Conrad Hilton Hotel, Chicago

7-8 Western Petroleum Refiners Assn., 4th annual waste disposal and pollution conference, Broadview Hotel, Wichita

8-9 California Natural Gasoline Assn., 34th annual fall meeting, Huntington-Sheraton Hotel, Pasadena

11-15 ASTM Committee D-2, meeting, Sheraton-Palace Hotel, San Francisco

12-13 Petroleum Packaging Committee, meeting, Port Arthur, Texas, site unreported

16 Natural Gasoline Assn. of America, southern regional meeting, Carlton Hotel, Tyler, Texas

20-22 American Standards Assn., 10th national conference on standards, Sheraton-Cadillac Hotel, Detroit

22-23 Society of Petroleum Engineers of AIME, Los Angeles Basin section, fall meeting, Huntington-Sheraton Hotel, Pasadena

26-27 IPAA annual meeting, Statler-Hilton Hotel, Dallas

28-29 Western Petroleum Refiners Assn., annual session on refining technology, Rufus Garrett Hotel, El Dorado, Ark.

28-30 Society of Automotive Engineers, national fuels and lubricants meeting, La Salle Hotel, Chicago

28-30 AAPG, Mid-Continent regional meeting, Broadview Hotel, Wichita

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The Slush Pit . . .

"After we're married, darling," murmured the sweet young thing, "I'm going to be a real good wife. I'll cook, sew, darn your socks, keep the house nice and try to save money. What more could any man ask?"

"Well, nothing I guess," muttered her future husband, "unless he was evil-minded."

The male bubble chased the female bubble because he wanted to see her bust.

Basketball Coach: "Say, young lady. What are you doing with that letter on your sweater? Don't you know it's against campus rules to wear a letter unless you've made the team?"

Coed: "Well?"

Toolpusher: "Darling, I'm groping for words."

Sweet young thing: "Well, you won't find them where you're looking.'

A friend persuaded a modest lady author to visit a nudist colony, assuring her there was a story to be written about its survival. A member, noticing that she was fully dressed, inquired, "Are you one of us?" "Oh, no," the novelist assured her. "I'm only aghast."

Lady: "Is you husband broad-minded?"

Wife: "Yes, the cad. That's all he seems to think about."

A young lady, beaming proudly, said to a man sitting next to her on the bus: "You probably wonder why I am so happy, but I have just been to the doctor, and after seven years of married life, he tells me that I am about to become a mother."

"Well, that's wonderful," he replied. "I'm happy today also. You see, I am a chicken raiser and just developed a new strain with pink feathers and blue eyes."

"How on earth did you do that?"

"I introduced some new stock."

"Well, confidentially," whispered the lady, "so did I."

"It's just a pilot plant sample. Wait until we get into commercial production!"

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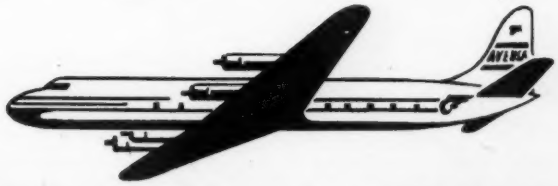

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